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Senior Editor	J. David Ingles
Graphic Designers	Scott Krall
	Serene Langley
Editorial Associate	Angela Pusztai-Pasternak
Librarian	Nancy L. Bartol
Publisher	Kevin P. Keefe

Editorial
Phone: (262) 796-8776
E-mail: editor@classictrainsmag.com
Fax: (262) 798-6468

Display Advertising sales
Phone: (888) 558-1544, ext. 625
E-mail: adsales@classictrainsmag.com
Fax: (262) 796-0126

Customer service
Phone: (800) 533-6644
Outside U.S. and Canada: (262) 796-8776, ext. 421
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Editor's Page

Masters of drawing board and darkroom

In this issue we present two articles with noteworthy men behind them. One of these individuals died nearly six decades ago and, despite his major contributions, is largely unknown today. The other—very much still with us—is a giant in his field, familiar to a great many of our readers.

On page 20, Larry Brasher begins his story of Santa Fe Railway Chief Mechanical Engineer Charles T. Ripley and the great locomotive designs to which he contributed. During Ripley's 16-year tenure as CME, he and associates John Purcell and H. H. Lanning created some of the most outstanding steam locomotive designs this hemisphere has ever known, including the road's giant 4-8-4's and 2-10-4's. Also in this era, thanks to Ripley and others, the Santa Fe was a leader in the introduction of high-speed, heavy-duty diesel-electric motive power. In our fascination with these magnificent machines we often overlook their flesh-and-blood creators; Larry's article addresses that imbalance.

For more than 50 years, Jim Shaughnessy's credit line has appeared under many hundreds of excellent photographs in this and other railroad publications. Jim is still out there shooting, but it's his superb work from the 1950's and '60's that most interests us. Jim's treasure trove of material from that era, and his desire to share it with others, inspired us to launch "The Shaughnessy Files." This series of photo stories kicks off on page 44 with his interpretation of the last years of steam on the Rock of Ages quarry railway. "The Shaughnessy Files" carries a double plus for us: we get to bring you Jim's words and photos on a regular basis, and we get to collaborate often with this fine gentleman.

We hope you enjoy these articles, and the rest of the items in this issue, as much as we enjoyed preparing them for you.

Robert S. McGonigal

Jim Shaughnessy

Man and machine: A Rock of Ages employee minds a switch for an 0-6-2T.

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THE GOLDEN YEARS OF RAILROADING

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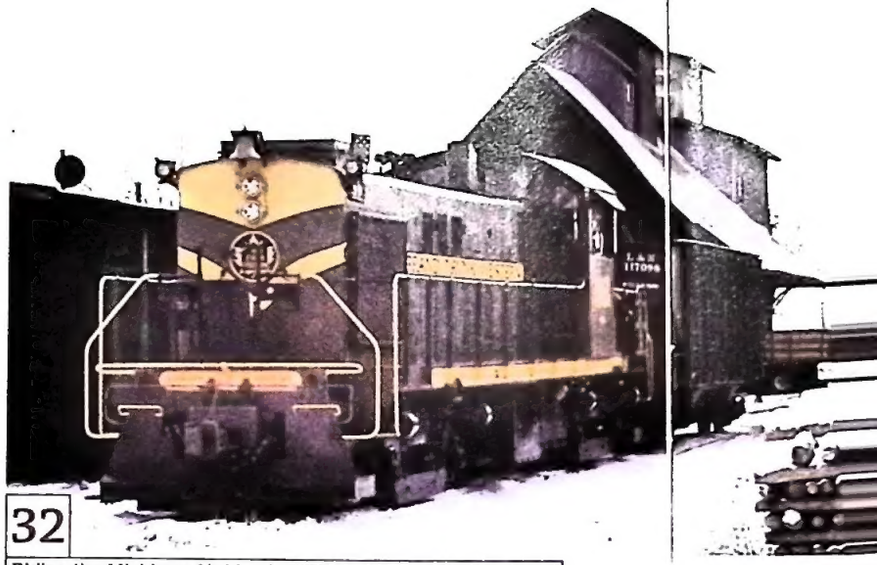

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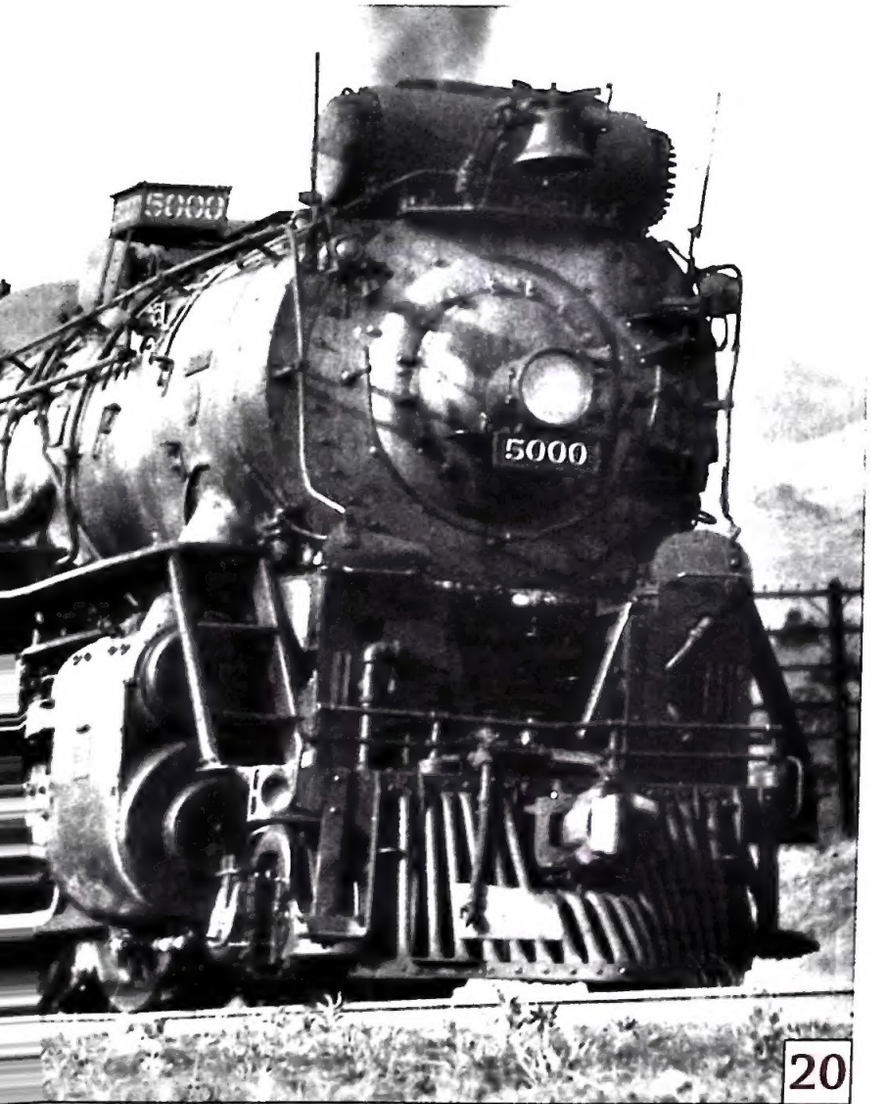

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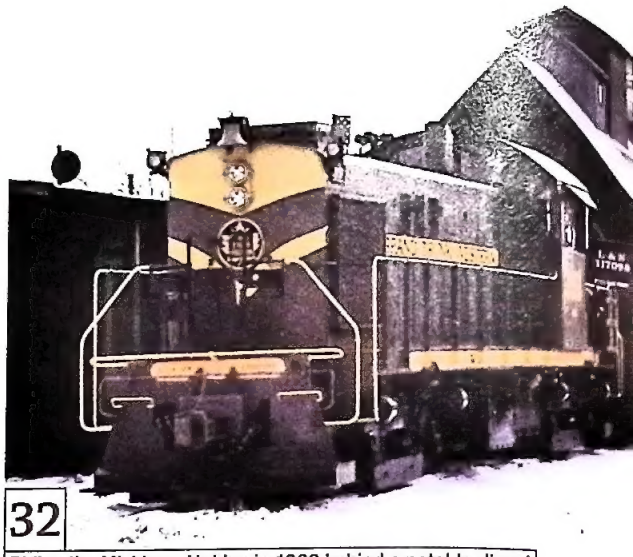

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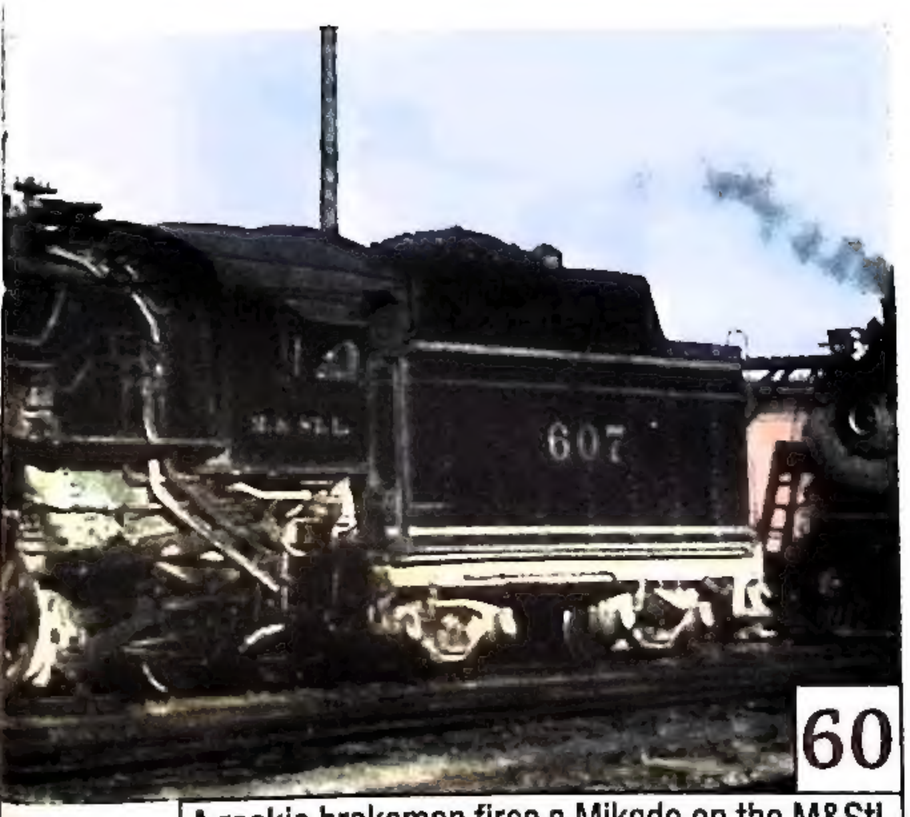

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Contributors

Larry Brasher ["Charles T. Ripley," pages 20-29] is the son of a Santa Fe Mechanical Department employee. Larry has authored three books about Santa Fe topics, the most recent being *Santa Fe Motive Power Development* (Signature Press, 2006). This is his second byline with us, following "Crafting the Lightweight Super Chief" in STREAMLINER PIONEERS, 2005.

Les Hammer ["20th Century: Star of Stage and Screen," pages 38-43] is a former radio broadcaster and reporter living in Pasadena, Calif. For his story, he thanks the American Film Institute, Art Directors Guild, Joseph August Jr., Sally Barnes, Rudy Behlmer, Eddie Brant's Saturday Matinee, Julio Gonzales, Miles Kreuger, Sylvia Lewis, Todd McCarthy, Reel Art, John Stilgoe, James Suhs, Faye Thompson, and Hol Wagner. Previously, Les has written for us about the railroad-themed movies *Danger Lights* [Fall 2001 CLASSIC TRAINS] and *Silver Streak* [STREAMLINER PIONEERS, 2005].

Jim Hediger, whose photos illustrate the text by CLASSIC TRAINS Senior Editor **J. David Ingles** in "Riding the Michigan Air Line" [pages 32-37], like Dave is a Chicago native who moved to Dearborn, Mich., when his father took a job with Detroit, Toledo & Ironton. Jim (pictured in 1963) moved to Dearborn in 1955, Dave in '56. Jim attended Edsel Ford High School, Dave Dearborn High; they met at Star Hobbies, a shop run by the late photographer Emery Gulash, located behind the Hedigers' home, which contained Jim's first HO-scale Ohio Southern layout. Together they enjoyed Michigan Railroad Club activities and operating sessions at the Detroit Model Railroad club. Dave went to college in Illinois; Jim obtained degrees from Wayne State and Eastern Michigan universities, then in 1972 gave up teaching high school and followed (by a year) Dave to Milwaukee to Kalmbach Publishing. Dave joined TRAINS, while Jim joined MODEL RAILROADER, where he is a Senior Editor. Jim and Dave thank mutual friend Jerry Pinkepank, without whom this story could not have been retold, for he had preserved a tattered copy of Dave's report of the Jackson trip.

Leslie Robert "Bob" Lunoe ["Maiden Run as an M&StL Brakeman," pages 60-65], a Chicago native, worked for the Minneapolis & St. Louis during his years earning a business degree from Monmouth (Ill.) College, after serving in the Army during World War II. He worked briefly for the Yosemite Valley and became an expert historian of the road; he also worked at the Chicago Railroad Fair in 1948-49. Bob sold his M&StL story to CLASSIC TRAINS in 2000, but did not live to see it published; he died on February 25, 2007, at age 83, in Marshfield, Mo.

David Lustig ["Keeping Santa Fe's Steam Heritage Alive," pages 30-31] is a freelance writer living near Los Angeles. He's been a correspondent for TRAINS since 1992 and has had six previous bylines in CLASSIC TRAINS titles.

Robert E. Mohowski ["A Bridge Route in the Most Literal Sense," pages 16-19], a resident of Franklin Lakes, N.J., came upon the Lehigh & Hudson River Railway shortly after he obtained a driver's license almost 50 years ago. He soon discovered the road's headquarters at Warwick, N.Y., and befriended L&HR railroaders right up to the president. Along with his close friend, the late John Treen, Bob was invited to join the railroad's veterans' organization and attends its annual dinners each fall. He extends warm thanks and regards to Pete Brill, Tom Callan, Ed Crist, Marty Feldner, Richard Taylor, and Mike Del Vecchio for their assistance, and to the L&HR Veterans' Association and to all who recently assisted in the recovery and securing of an L&HR archive collection. This is his second CT byline.

Mike Schafer ["One Day at . . . St. Louis Union Station," pages 50-59], pictured at (almost) age 18 in a backyard photo

by his late mother, Doris, moments before he embarked on his first trip to St. Louis, today manages the "East Switch Office" of White River Productions in Lee, Ill., hard by BNSF's Chicago-Twin Cities main line near Rochelle. The author of numerous magazine articles and several rail books over the years, he worked in Kalmbach's Books Department 1971-79, and since then has remained in rail-related publishing. Mike edits the recently revived *Passenger Train Journal* (as he did during its earlier incarnation) and several of the dozen-plus historical society magazines under White River's purview.

Jim Shaughnessy ["Steam Around a Hole in the Ground," pages 44-49], pictured in 1955, is one of the most talented and prolific photographers of the 1950's and '60's. The Railway & Locomotive Historical Society honored him with its photography award in 1987, and he was the subject of a "Great Photographers" article in our Fall 2001 issue. This is the Troy, N.Y., native's sixth article in CLASSIC TRAINS, and the first in our new series, "The Shaughnessy Files." ■

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Builder in Big Sky

One of the landmark 1960s-era railroad corporate mergers [illegible] Northern, which blends Omaha orange and Pullman green [illegible] in May 1967 the Great Northern, Pacific & Burlington Lines' merger [illegible] time, causing some observers to wonder if GN's new dark-gray, white, and blue would be the livery of the combined company. Of course, when the merger was consummated on March 2, 1970, it had long been decided that the giant carrier would be called Burlington Northern, and that it would have black, white, and green as its colors. In September 1970, somewhere in the Montana mountains west of Glacier Park, BN's eastbound *Empire Builder* is still mostly Big Sky blue, the one visible indication of the six-month-old merger being a lone BN-painted F unit.

Joseph H. Hunter

Scouting around

Dale Woodland's "Destination Valley Forge" [pages 20-31, Summer] really hit home, as I was one of the 52,000-plus Boy Scouts who attended the 1957 Jamboree there. Our troop traveled from Defiance, Ohio, by Greyhound bus, but I did ride a Reading shuttle into Philadelphia behind an RS3. The Reading was the first eastern regional road I personally observed, since I, at age 14, was only familiar with my home area trunk lines: Erie, Nickel Plate, Baltimore & Ohio, New York Central, and Pennsy.

In 1960, however, I attended the Boy Scout Jamboree at Colorado Springs, and we rode a train out of Defiance on the B&O. The train had at least 20 cars, and had already picked up Scouts at Akron when we boarded. We made one more pick-up in Indiana; in Chicago, we were transferred to the Santa Fe. I vividly remember, from the kitchen and waiters' apparel, Santa Fe utilizing Fred Harvey dining services. One of the first Scouting merit badges I earned was Railroading, and it helped foster a lifetime passion that remains with me today.

Dan Meckstroth, New Carlisle, Ohio

Ken Crist photo; J. David Ingles collection

Railroads hauled a lot of Boy Scouts in 1960, too! Bound from Denver (and undoubtedly points beyond) for the Jamboree near Colorado Springs, a Colorado & Southern special nears Palmer Lake, Colo., in August 1960, with a Burlington SD9/E5A/E7A trio pulling heavyweight cars.

You can imagine my surprise when I first looked at my issue and saw what I am reasonably sure is my older brother, Dan, with his 8mm movie camera aimed right at the photographer of the cover photo. Dan was a lifelong member of the Boy Scouts of America, and in 1957, he probably would have been Assistant Scoutmaster, or Scoutmaster, of a troop in Baltimore. He shot 8mm movies of about everything he saw. Unfortunately I cannot check this out with him, as he died prematurely at age 58; he'd been in freight sales work with B&O, Chessie System, and CSX.

Floyd K. Warwick, Baltimore, Md.

Frank Ware

Climbing toward Tehachapi Loop on a 1957 Santa Fe Boy Scout special included a surprise uncoupling and setting out of a car.

How the memories come back, including the cold showers and the poison ivy! On July 11, 1957, we left on tour No. 1205 out of Bakersfield, Calif., after our pre-Jamboree "camporee" about 11 a.m., bound for Valley Forge. We were the last stop for a train on the Santa Fe from California's Central Valley. We were heading out of Bakersfield toward Tehachapi Loop when to our surprise we started rolling backwards! The rear coupling pin and mechanism on the baggage car had broken, which you can see in between the tracks in the accompanying picture [left] that I took with my Brownie camera, which served me well on the whole trip.

George Westinghouse's brakes saved the day. After the engines came in from behind to push us up to Tehachapi, we left the crippled baggage car behind and were on our way, slabs of ice and all, as we crossed the Mojave Desert. What an experience that trip was!

Frank Ware, Yorba Linda, Calif.

The article implies [page 31] that the 1957 Jamboree was the last to employ trains to move massive numbers of Boy Scouts, but it was not. I attended the 1960 Jamboree in Colorado Springs, and to get there I boarded a train at the New York Central station in Saginaw, Mich. We took the Grand Trunk Western to Durand and on to Chicago, where we spent what seemed like hours being switched in the yards. We wound up on the Rock Island, which we rode overnight to Colorado.

If memory serves, Scouts arrived over a three-day period, camped across the way from the Air Force Academy, and also left over three days. I remember seeing President Eisenhower and an aerial performance by the Thunderbirds, plus a great fireworks show from Pikes Peak. I did not take the train home; instead, my parents picked me up in Colorado and first, made me take not one, but two, baths in a row! Much of my interest in the rail hobby stems from that trip.

Bob Heavenrich, Ann Arbor, Mich.

Thank you for Dale Woodland's fine article, which rekindled a lot of memories. I lived just a few miles from Valley Forge; I was born in Norristown and grew up in nearby Collegeville, along the Reading's Perkiomen Branch.

In 1957 we drove past Valley Forge during the Jamboree, and I remember seeing at least one of the Reading's Scout specials at Port Kennedy station. During the 1950 Jamboree, my late father worked at the Taylor Fibre plant next to the Pennsy's Betzwood station, right across the Schuylkill River from the Reading main line. I joined my local Boy Scout troop in 1965, and attended a 1966 Washington's Birthday encampment at Valley Forge with other troops from the Philadelphia area. I began railfanning along the Perkiomen Branch, which ran along the bottom of the hill behind my family home. My first cab ride was Collegeville to Yerkes in a GP7; my first "big steam" was a ride behind T-1 4-8-4 2124 on an Iron Horse Ramble. I took my first train photos at Reading's DeKalb Street station in Norristown, of a Reading-bound RDC, a Norristown-bound M.U. local, and a GP9-powered freight on the adjacent PRR branch.

No visit back to Pennsylvania to see my brothers and families, which I try to do once a year, is complete without a stop at the old Port Kennedy station, where the platform and parking lot SEPTA installed in the 1970's still remain, and provide a good spot to watch Norfolk Southern and Canadian Pacific trains that pass.

Thomas McCann, Gresham, Ore.

As a survivor of a ride from Des Moines to Chicago in a car with no air-conditioning on a Rock Island 1957 Boy Scout Jamboree special, I enjoyed reliving this once-in-a-lifetime experience through Dale Woodland's fine article. Someone took care of us on the rest of the trip east from Chicago. We slept comfortably under heavy woolen Pullman blankets, and the cars were kept at about 40 degrees for the remainder of the trip, vs. the 100-plus degrees on the first portion. That train ride sure beat riding in an aluminum can in the sky.

Chuck Hornback, Des Moines, Iowa

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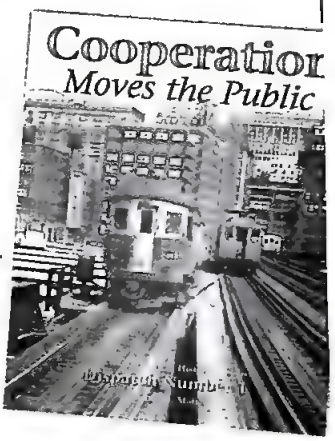

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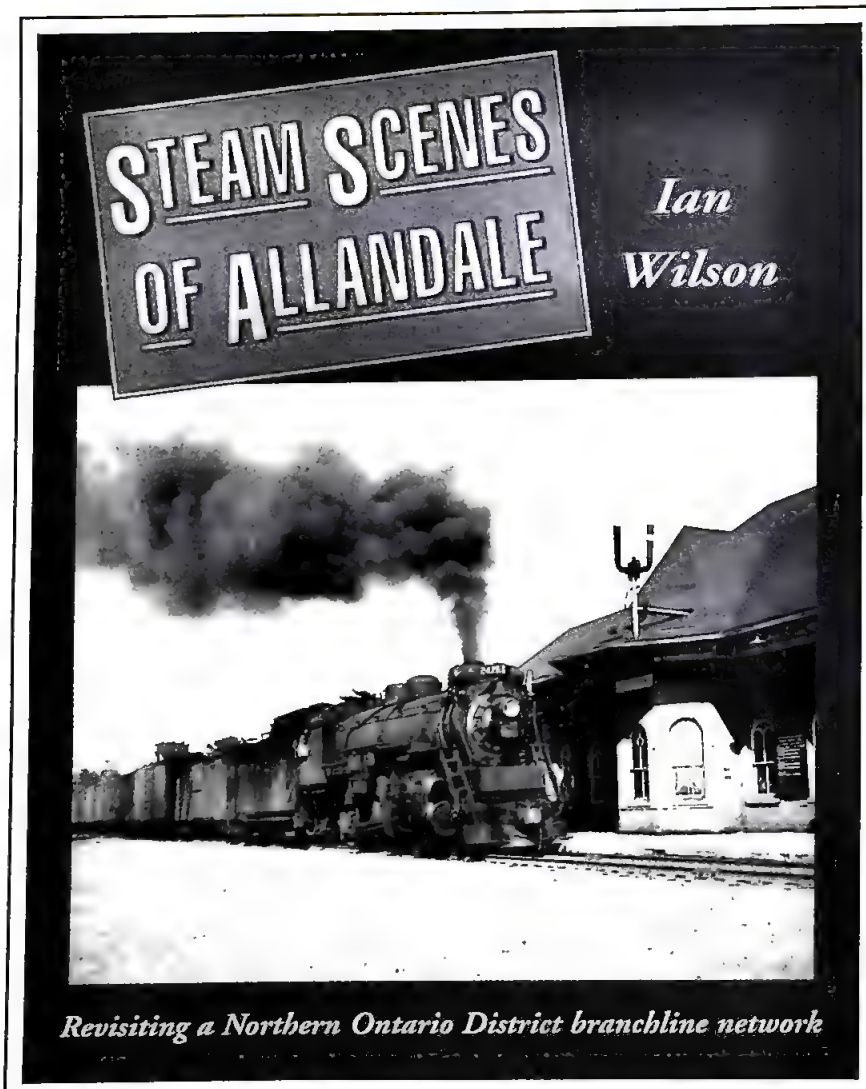

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Fast Mail

"Destination Valley Forge" brought back memories of more than 50 years ago, when I had the privilege to attend the 1953 Boy Scout Jamboree in Santa Ana, Calif., a trip I hadn't thought about in years. I was 13 at the time. We were gone for 28 days and went by chartered train, with sleepers and a dining car. We crossed the bridge from Buffalo, N.Y., to board our train, which left from Fort Erie, Ont., on the Canadian National. We were behind steam, probably 4-8-4's, all the way to Vancouver, B.C.; sightseeing stops included Jasper Park. When we crossed into the U.S., we picked up F units. Our dining car was an Army troop car; the food was served out of large "garbage cans," and we took the meals back to our seats. Once, we stopped at an orchard for fresh fruit to be loaded on the train.

Our return home began on the Santa Fe, and we stopped at the Grand Canyon. We picked up a steam locomotive again after we crossed the border from Detroit en route back to Fort Erie. Nine years ago my wife and I rode the Grand Canyon Railway, whose handout paper included an article about the Jamboree trains making stops there. It was nice to read the story and say I was part of it.

Robert McCreadie, Tonawanda, N.Y.

Freight? The L, you say

Lou Gerard's CTA article, "Growing Up With Elevated Freight" [pages 32-37], opens with a photo of the freight overpass over Montrose Avenue. I was truly startled one evening in 1942, at age 8, to see a bunch of truck trailers crawling north over that same bridge! The North Shore's pioneering piggyback operation loaded at that same interchange yard with the Milwaukee Road, which was the only CNSM interchange point ("Chicago") listed in the *Railway Equipment Register* of the time.

Art Hamilton, Osoyoos, B.C., Canada

¶ *Author Gerard provides more insight: "The only North Shore freights that operated to Montrose were the piggyback trains pulled by the wood-bodied Merchandise Despatch cars, and the M.D. trains that ran to the CNS&M freight house at Montrose Avenue, located in the lower Wilson yard where the North*

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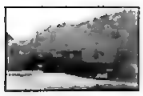

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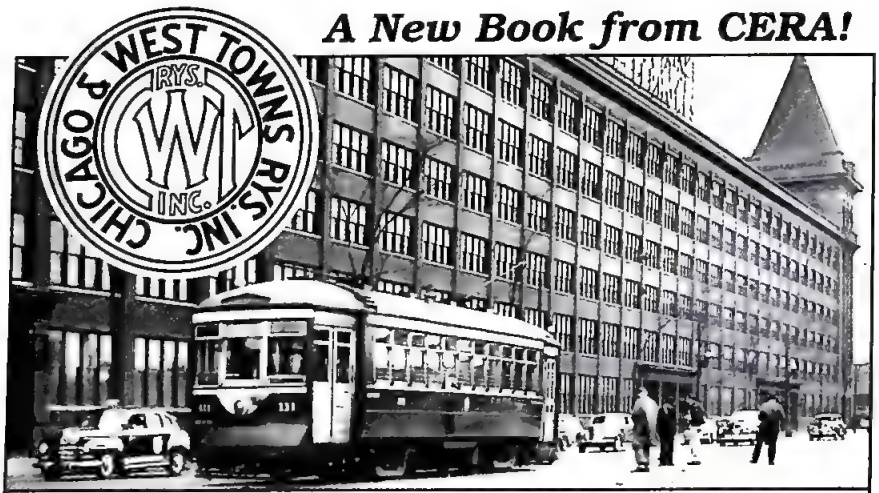

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Shore kept a steeple-cab motor to switch the Montrose piggyback ramp across the street. This operation was separate from the rapid-transit freight service. The North Shore did not operate carload freight over the 'L,' which wasn't a common carrier, hence the CNSM/MILW 'Chicago' interchange, which was really in Skokie."

My seniority as a CTA motorman began in October 1960. I was interested in locomotives and soon elected to qualify on the freight, expecting to work the job during the regular man's vacation. As the youngest motorman (of five) qualified for freight, I never thought I'd be able to pick the job, but in 1963 the pick clerk advised me the pick was up to me. I couldn't believe my luck. Unlike most picks, which were for three months, this one would be in effect for a full year, so I ran the locomotives switching Lill Coal at Berwyn Avenue, Hines Lumber at Howard Street, the Madison Street team track in Evanston, and a warehouse at Wilson Avenue. After the year was up, another senior man picked the job, and I picked a run in Evanston, with the 4000-series cars on expresses to the Loop and shuttles between Howard Street and Linden Avenue in Wilmette.

Robert A. Janz, Yorkville, Ill.

Free ride on a forgotten *Chief*

I really enjoyed Senior Editor Dave Ingles' early Amtrak "circle tour" piece, "Circling the West in Multi-Colored Wagons" [pages 66-73]. I had almost forgotten about the early-Amtrak *Chief,* as opposed to the *Super/Southwest* versions.

George Hamlin, Fairfax, Va.

I can't believe I paid $7 to read a tirade by David Ingles about his free trip out west, where he had to endure the "heresy" of seeing an Seaboard Coast Line observation-lounge on the back of the *Daylight* and having to eat in an SCL diner on the *Chief.* I spent many a relaxing hour in these cars, both on the SCL and when Amtrak restored them for a brief time in the mid-1970's, back where they belonged on the East Coast. The old ACL and SAL, and later SCL, had Spartan interiors for their coaches, but their

lounge cars were second to none, especially the Recreation Cars on the Florida Special and the first-class "Sun" lounges on the *Silver Meteor*, not that this cheapskate West Coast snob would know anything about that. I would gladly eat my dinner in an SCL car any day.

Bruce Jones, Richmond, Va.

Don't forget the N&W

In the section of the Summer issue's "Fast Mail" [page 13] devoted to STEAM GLORY 2, John B. Corns [in correcting an error in reference to 2-8-4's in the Special Edition] says "the last American-built steam locomotive for domestic use was Chesapeake & Ohio 2-6-6-2 1309," built by Baldwin in September 1949.

While this is true for the locomotive-building firms, the Norfolk & Western Railway built its last Y6b-class 2-8-8-2's in 1952, and the last 10 of its 45 S1a-class 0-8-0's—the last being No. 244 in December 1953—in its own Roanoke shops.

Richard Freed, North Canton, Ohio

Another kind of Ten-Wheeler layover

Texas State 4-6-0 No. 200, pictured on page 45 in "Cliffhangers in the Big Thicket," the "Classics Today" entry by J. Parker Lamb and Tom Kline, is ex-Southern Pacific 2248, and was pictured on page 17 of August 1971 TRAINS. The then privately owned engine [now on a tourist line at Grapevine, Texas] was lying on its side after having been rolled over by the February 9, 1971, 6.7-magnitude San Fernando earthquake.

John Petros, Burbank, Calif.

What? Railroaders complain?

In Tony Koester's fine "Beasts of Lafayette" [pages, 44-49, Spring] regarding the Monon's Alco C628 diesels, I must take issue with the claim that capable railroaders intentionally overloaded trains. True, trains 72 and 70 often were filled out to tonnage, especially in the 1960's when limestone blocks were being shipped to Michigan City, Ind., for the harbor breakwater. But to suggest that some railroaders lied to crews and dispatchers is an insult.

After spending many years in and around the railroad industry, however, I guess I should not be surprised to learn that old engineers are just as capable of belly-aching from the rocking chair as they were from the right-hand seat in the cab.

Robert Ludwig, Amherst, Mass.

Got a comment or correction? Write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

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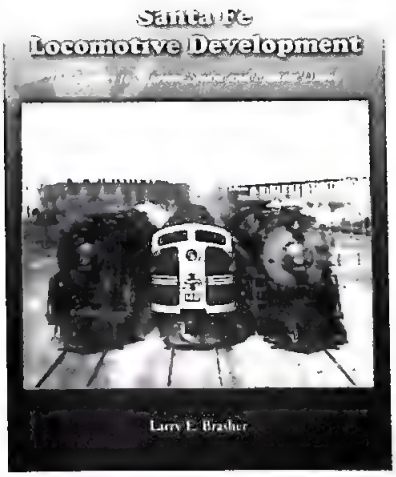

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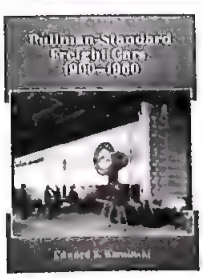

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A bridge route in the most literal sense

The Lehigh & Hudson River was short but strategically located

The Lehigh & Hudson River Railway was a bridge route in the most literal sense. For much of L&HR's lifetime, New England freight moving via the 6,747-foot-long (including approaches), 212-foot-high Poughkeepsie Bridge over the Hudson River at that New York town was L&HR's essential lifeblood and key to profitability. On-line agricultural, mineral, manufacturing, and passenger business, important in the early years, became increasingly marginal as time passed.

Possessing only 73 route-miles of its own, the L&HR had rights on 35 miles of three of its connections: Jersey Central, Lackawanna, and Pennsylvania. L&HR's own single track was protected by block signals after 1913 and operated under timetable and train-order rules. The locomotive roster was modest in quantity but similar in steam wheel arrangements and diesel models to its neighboring lines. Operated and maintained from headquarters in the rural community of Warwick, N.Y., L&HR always enjoyed a hometown employee base with a strong sense of local pride, loyalty, and identity. Although short in miles, the L&HR was a tenacious competitor to the end and impressive in performance.

Its origins date to 1860, when arrival of "The Work of the Age," the New York & Erie Railroad, at Greycourt, N.Y., 10 miles north of Warwick, prompted construction of the Warwick Valley Railroad under the leadership of Grinnell Burt. A man of integrity, Burt would make a name as a railroad builder. The Warwick Valley operated as a 6-foot-gauge feeder to the same-gauge NY&E, using the big road's equipment for two decades. Around 1880, WV assumed its own operations, was standard-gauged, and built the 11-mile Wawayanda Railroad, which tapped agricultural and mineral sources at McAfee, N.J. Further extension southward (westward by timetable) soon followed.

Frank Black; collection of Mike Del Vecchio

Four of Lehigh & Hudson River's 13 RS3's gather at Andover Junction, N.J., in April 1954. The striping pattern was different on their short hoods from that visible here on their long hoods.

Two projected competitive lines joined as the Lehigh & Hudson River Railroad, extending from a PRR connection at Belvidere, N.J., on the Delaware River, to Hamburg, N.J., where three miles of isolated Sussex Railroad track linked it to the Warwick Valley. In 1882 the extensions were folded into the 61-mile Lehigh & Hudson River Railway.

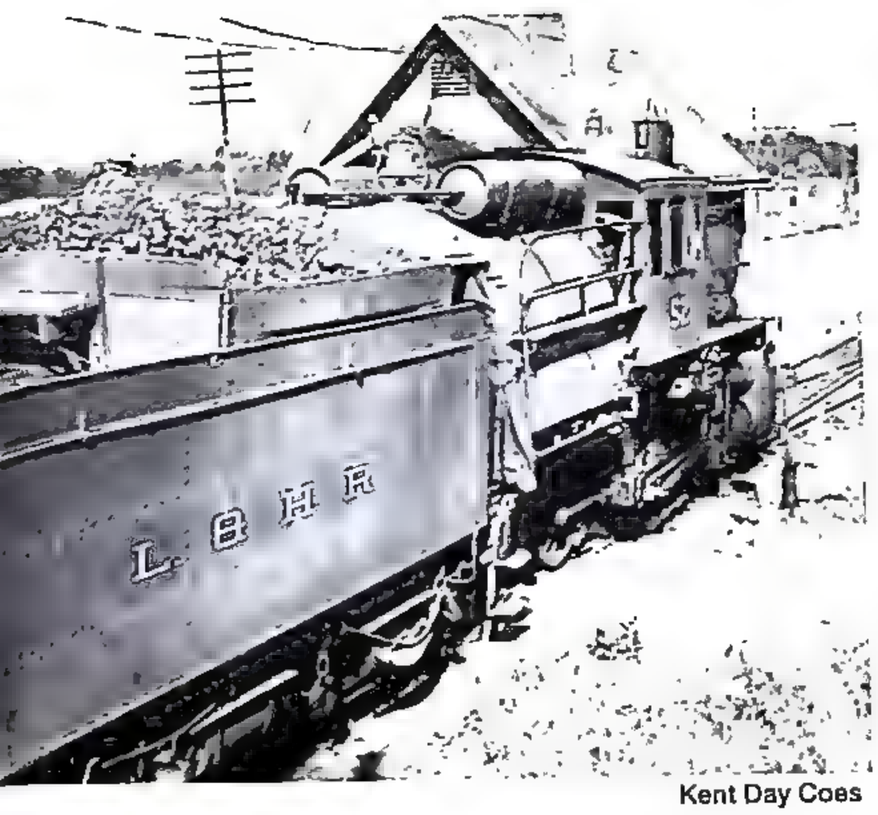
In addition to the New York & Erie's mainline business at Greycourt, its Newburgh Branch provided access to Hudson River carferries crossing to the New York & New England's Fishkill Landing. Anthracite coal, particularly from mines of affiliate Lehigh Coal & Navigation, was a major eastbound commodity. Anticipating completion of the Poughkeepsie Bridge a few miles upstream, the Orange County Railroad built north of Greycourt to connect with the New York, Ontario & Western at Burnside in 1890. Via trackage rights, this provided a first connection with the Central New England & Western at Campbell Hall, N.Y. Within a year, the Orange County was extended from Burnside to CNE's new Maybrook yard.

Simultaneously, trackage rights were obtained from the Pennsy over 13 miles of its Belvidere-Delaware Division ("Bel-Del") to Phillipsburg, N.J. There, disconnected subsidiaries undertook bridging the Delaware to access Easton, Pa., and the Jersey Central and Lehigh Valley. The bridge also opened in 1890, creating a three-state route of

Donald W. Furler

L&HR looks like big-time railroading as engine 11, one of three 1944 Baldwin B&M 4-8-2 duplicates, charges west at Sugar Loaf, N.Y., in August 1945 with a Maybrook-Allentown freight.

By Robert E. Mohowski



Kent Day Coes

Like most anthracite roads, L&HR relied on Camelbacks; it had more than 30. Fireman Moe Dunn rides 2-8-0 No. 52's tender as a local freight arrives at Greycourt, N.Y., an important junction with the Erie, in July 1946.

about 85 miles. The L&HR thus fulfilled the prescient faith of the line's 1861 directors, who reported, "It was well understood by those . . . promoting the construction of the Warwick Valley Railroad, that in all probability it would be but a link in a great chain destined to be one of the most important thoroughfares, and to effect an important influence upon the commerce and manufacturers of an extensive section of our country . . ." Additional links soon extended the chain of this "important thoroughfare."

When the New Haven acquired the Central New England in 1905, it achieved an all-rail route to western connections at Maybrook. This brought significant traffic, previously floated across New York Harbor, to the L&HR. Especially important was New England freight moving via the Delaware, Lackawanna & Western. L&HR, with trackage rights on DL&W's Sussex Branch, gained a through connection at Port Morris in 1905, and more priority freight flowed through Maybrook. This formative year also brought rights over the CNJ to Allentown (Pa.) Yard, where the Reading provided additional western connections.

L&HR thus achieved a formidable and highly profitable bridge-route status which it would maintain for much of the century. An additional 30 route-miles were gained briefly in the 1920's when CNJ extended rights to Mauch Chunk (now Jim Thorpe), Pa., for zinc ore going to the Palmerton (Pa.) smelter.

Zinc, metallurgical products, and agricultural limestone were the most profitable on-line commodities for L&HR, along with milk shipped from creameries in the road's own cars. The Mine Hill Railroad Co., organized in 1891, reached quarrying operations at Franklin, bringing ore to the processing mill. Additional ore came from the New York, Susquehanna & Western's Hanford Branch. When this line was abandoned, L&HR bought two miles of it to reach the source. The road had about 100 ore cars to handle this traffic, which were supplemented by Erie cars provided to NYS&W when it was

Note Lehigh & Hudson River's connections on this map, from the May 1945 *Official Guide*.

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J. David Ingles collection

Alco's first two C420's are just months old in this late 1963 scene at L&HR's big Warwick shop.

under Erie control. Spurs in McAfee and Vernon reached limestone quarries of Bethlehem Steel and other producers, much of it hauled to Allentown for interchange to the Reading or LV.

L&HR operated through passenger trains for a period beginning with the opening of the Poughkeepsie Bridge and again during 1912-1916, when the Boston-Washington *Federal Express* was avoiding ferrying across the East River. The opening of Hell Gate Bridge moved the *Federal* back to a metropolitan routing. To handle the train safely and quickly, and for the general improvement of its plant, L&HR upgraded with heavier rail and automatic block signals. Its own passenger service was local, with coach seating sufficient to meet demand. A Brill gas-electric car arrived in 1928 to handle mixed service west of Warwick, but it was destroyed in a grade-crossing collision in 1931. Connections between Warwick and the Erie at Greycourt, using secondhand steel coaches, lasted until 1939.

L&HR motive power was well maintained and notable for the center-cab and wide-firebox influence of its anthracite affiliates. Early locomotive types included 4-4-0's, 2-6-0's, 2-8-0's, and 4-6-0's by Cooke and Baldwin. All 20th century steam came from Baldwin: larger 2-8-0's (six were the heaviest of this type); four modest-size, homely 2-8-2's with Wootten fireboxes; four USRA light Mikados; and finally, in 1944, three handsome, modern 4-8-2's, copies of Boston & Maine's R-1-d class.

Continually expanding heavy-industry, merchandise, and coal traffic found L&HR to be an expeditious route which avoided the congestion of metropolitan yards and interchanges. L&HR kept its physical plant up to the service demand by installing longer sidings, heavier rail, and upgraded signals and maintenance facilities. It was a link in several coordinated freight routes including the Central States (CSD) and Blue Ridge Dispatches. In 1950, it replaced 16 steam engines, including the 6-year-old 4-8-2's, with 11 Alco RS3's numbered 1-11; two more arrived in 1951. Radio communication came in 1958.

The 1960's began with a centennial celebration including steam-powered excursions with a borrowed Reading T-1 4-8-4, but seismic changes followed. The Erie Lackawanna merger in October diverted DL&W traffic to the former Erie direct route into Maybrook, a serious but not critical business loss for L&HR. PRR introduced "Trailer Jet" piggyback service between Chicago and Boston routed over L&HR, and additional TOFC traffic for New England came off the Baltimore & Ohio via the Reading and Allentown Yard.

Alco's first two production Century 420 diesels arrived in 1963, and seven more by mid-1966 shared assignments with the six remaining RS3's. The Penn Central merger in 1968 created a major threat to L&HR's traffic patterns because it afforded former PRR traffic an in-house route to Boston over NYC's Boston & Albany, but it wasn't until PC's forced absorption of the New Haven in 1969 that the Selkirk gateway became PC's preferred route. Dependent as L&HR had been on PRR Maybrook traffic, this was devastating, and the connection was gradually phased out.

PC's bankruptcy in mid-1970, with the cessation of per-diem car payments to connecting roads, was catastrophic to L&HR. It sold most of the remaining RS3's, consolidated trains, and reduced all possible expenses. It ceased operation into Allentown in late 1971, moving interchange with CNJ and Reading to Phillipsburg. All went for naught, though, and L&HR joined several other northeastern roads in bankruptcy on April 19, 1972.

What would be the final blow occurred in May 1974 when the Poughkeepsie Bridge suffered significant fire damage, providing PC an opportunity to close the Maybrook route to New England. L&HR did its best to force a reopening through political means, even offering its own maintenance force for repairs, but PC was intransigent, and the bridge remained closed. L&HR labor and management cooperated to keep the line running on limited traffic while constantly fighting to collect its traditional rate divisions from PC on detoured traffic.

In 1976 the Federal Regional Rail Reorganization Act that created Conrail took in most northeastern bankrupts including L&HR, and CR's management proved as committed to abandonment of the Maybrook Gateway as PC had been. The former L&HR, reduced to a Conrail branch, limped along, bearing slight resemblance to its former proud, busy self as a few of the remaining C420's served a dwindling customer base. Rail movement of zinc ended in 1980, and the track between Limecrest and Belvidere was removed a few years later.

To the credit of its president, W. Gifford Moore, and trustee, John G. Troiano, L&HR paid off its creditors and nobly entrusted its historical records to the Railroad Museum of Pennsylvania. Since 1986, NYS&W has been operating over the old L&HR between Sparta Junction and the former CR Southern

Wallace W. Abbey

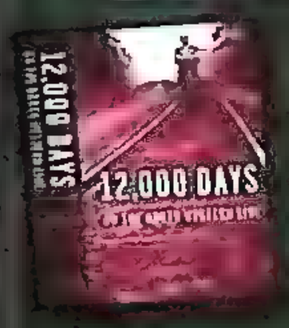
Train HO-6, the "Central States Dispatch," passes the coal chute at Warwick, obviously not needed by the RS3's in charge. L&HR's office building is visible in the distance.

Tier line at Campbell Hall, N.Y. From the latter point NYS&W had rights over Conrail (now Metro-North and Norfolk Southern) to Binghamton. Susquehanna has some Alcos, so while the colors and models of locomotive and cars are different, Grinnell Burt would be happy to know that through freights and Schenectady-built power still roar over the route of the Warwick Valley. ■

L&HR FACT FILE

(Comparitive figures are for 1929 and 1975)
Route-miles: 97; 90
Locomotives: 34; 6
Passenger cars: 14; 0
Freight cars: 398; 2
Headquarters city: Warwick, N.Y.
Special interest group: Anthracite Railroads Historical Society, P.O. Box 519, Lansdale, PA 19446-0519; http://arhs@railfan.net/
Recommended reading: *Lehigh & Hudson River*, by Jim Boyd and Tracy Antz (Morning Sun Books, 2001); *L&HR*, by Ed Crist with John Krause (Carstens Publications, 1986).
Source: *Historical Guide to North American Railroads* (Kalmbach Books, 1999)

Available from the C&NW Historical Society



12,000 Days on the North Western Line
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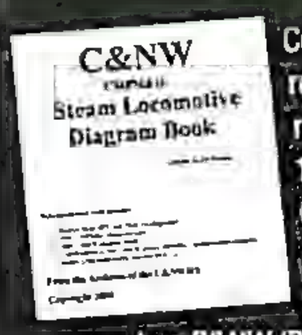
This 968 page book is a highly engaging, personal account of the author's employment on the C&NW from 1947 to 1980. An insider's perspective on the successes and failures of the C&NW and its employees. Many maps and photos are included. $42 each, plus $4 s&h (IL residents please add 6.75% sales tax).



Copied from Company records, this book contains rosters from 1872 and 1876 (no diagrams), 1903 CStPM&O diagram book, 1907 C&NW diagram book and the combination of two C&NW (Plus CStPM&O) modern steam diagram books (plus some motor cars and RDCs). $35 each, s&h included (IL residents please add 6.75% sales tax.)

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Charles T. Ripley

Santa Fe's unheralded Chief Mechanical Engineer

During his tenure, steam reached its apex and diesels established a key beachhead

By Larry E. Brasher

Most railfan interest is traditionally confined to locomotives and rolling stock. Information and photographs detailing subjects ranging from delicate 4-4-0's to massive 2-8-8-4's; Budd- or Pullman-built lightweight streamliners; EMD F units and Alco PA's all have an enduring and compelling appeal.

Over the years, a few men associated with locomotive and rolling-stock design and development have received a great deal of well-deserved coverage in popular railroad literature. Edward G. Budd, Samuel Vauclain, and Henry Dreyfuss are names that instantly evoke images of magnificent steam locomotives and luxurious trains. Likewise, the name Richard Dilworth brings Electro-Motive Corporation's breakthrough FT diesel to the minds of many historians.

Between the palpable reality of the locomotives and cars and the design concept that led to their creation is a lesser-known arena of creativity. Here the men responsible for making the concepts actually work often toiled in semi-obscurity, known only to their peers. These men were frequently the heart and soul of their railroad's mechanical engineering department.

One such man was Charles Trescott Ripley, whose contributions to both steam and diesel locomotive development on the Atchison, Topeka & Santa Fe Railway were substantial.

Born outside Chicago in Oak Park, Ill., in 1886, Ripley took his first railroad job in the Santa Fe's engineering department in 1903. After graduating from high school in 1904, he worked a full year on the Santa Fe to save money for college. Ripley spent time on various jobs as rod man, transit man, and instrument man on a gang building the Eastern Railway of New Mexico from Brownwood to Canyon City, Texas. He also worked on the construction of the Northwestern Pacific (jointly owned by Santa Fe and Southern Pacific until 1929) north of San Francisco. During this time, Ripley observed the progressive technological developments of steam locomotives: superheaters, valve gear, and larger boilers with higher pressures all were improved or introduced during this era, resulting in increased tractive effort and speed.

Larry E. Brasher collection

Charles T. Ripley

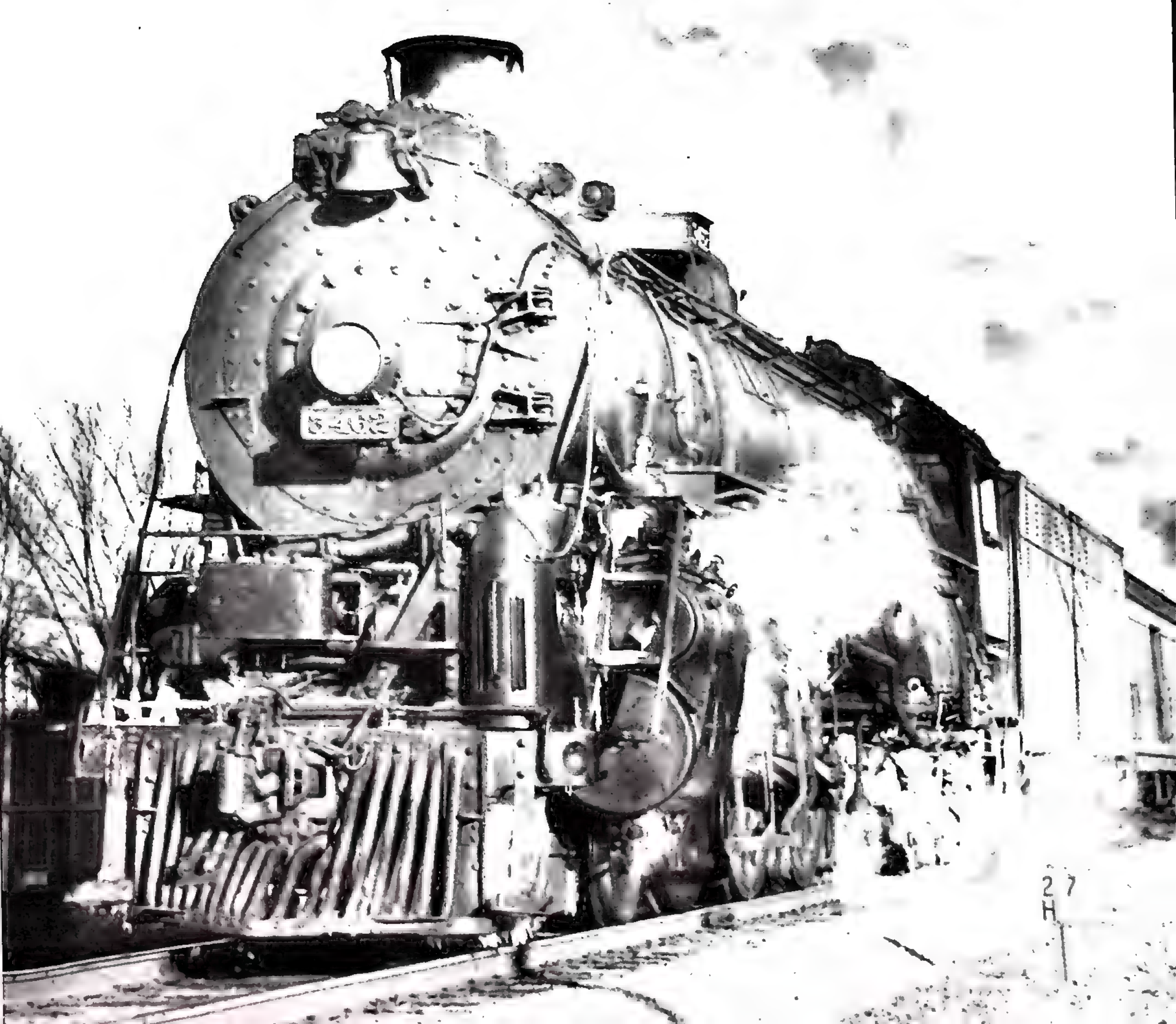
As he entered college, Ripley turned his interest in railroading from tracklaying to electrical and mechanical engineering. Upon graduating from the University of Illinois in 1909 with a degree in electrical engineering, Ripley immediately joined the Santa Fe's Test Department in Topeka, Kans.

While still a student at Illinois in 1908, Ripley entered an essay in a national contest sponsored by the J. G. Brill Co. of Philadelphia, then a leading manufacturer of electric streetcars and transit equipment. His paper, "Design of Electric Car for City Service," earned him the prize of $250 and the John Brill Memorial Medal.

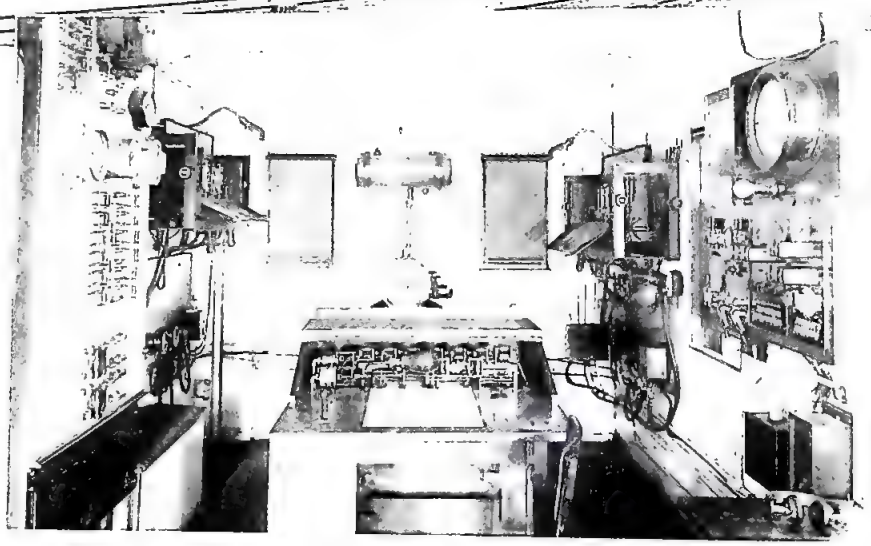
Charles Ripley was a nephew of Edward P. Ripley, president of the Santa Fe from 1895 to 1920. Initially, Charles was handicapped by the relationship, but not because of charges or fears of favoritism or nepotism, which were accepted as factors in Santa Fe hiring practices at the time. The younger Ripley's handicap stemmed from the fact that his uncle did not like "college men." President Ripley, one of the Santa Fe's most dynamic and farsighted leaders, was a self-made man who felt that all who aspired to managerial success should work up through the ranks, as he had done. E. P. Ripley had advanced

One of the six big 3460-class 4-6-4's of 1937 rolls Santa Fe train 28 into Lawrence, Kans., at 8:50 a.m. on a frosty January 29, 1951.

Robert R. Olmsted



Two photos: Santa Fe, Richard Scholz collection



Dynamometer car 29, co-designed by Ripley in 1911, is right behind 4-6-2 No. 1276 at San Diego (above). No. 29's interior equipment made it superior to all previous test cars.

from the freight department of the Pennsylvania Railroad to become general manager of the Burlington Route and then a vice president on the Chicago, Milwaukee & St. Paul before assuming the presidency of the Santa Fe. Charles Ripley would soon give his uncle reason to respect and take pride in his nephew.

Crafting a test car

Shortly after joining the test department, Ripley was appointed Assistant Engineer of Tests, joining forces with another college graduate, Purdue University alumnus T. E. Layden. In 1911 Ripley and Layden designed and supervised the building of dynamometer car 29. Built to measure and record the entire spectrum of locomotive performance and capability, it was superior to all previous measurement cars.

Long before the era of electronic miniaturization, even before the invention of vacuum tubes, Ripley and Layden designed and assembled the necessary mechanical and electrical devices needed to create a mobile laboratory capable of measuring and recording drawbar pull, power output, speed, fuel and water consumption, train-line and brake-cylinder air pressure, time in six-second and one-minute intervals, mileposts, stations, and locations where indicator cards showing steam distribution in cylinders were taken by an observer riding the locomotive. Boiler pressure and reverse lever settings were also recorded as telephoned by the observer in the cab.

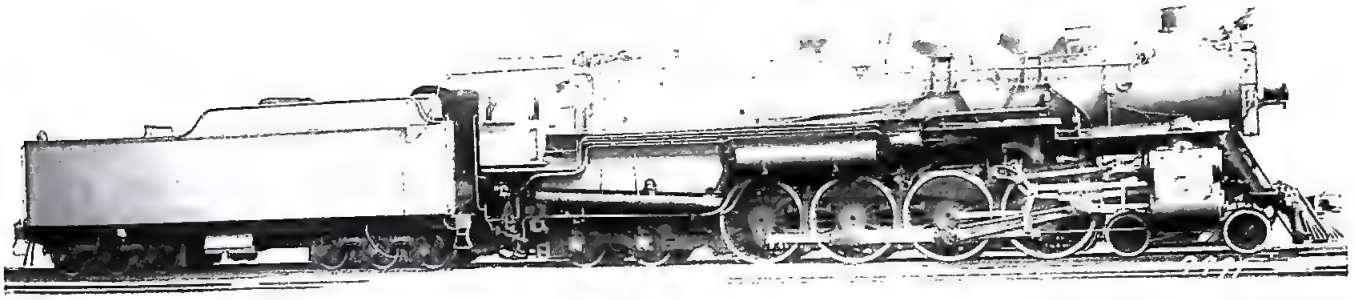
All of this information was recorded by electrically and mechanically operated pens on a continuous chart drawn over the recording table at a rate of 6.6 inches per mile of travel. Data recorded by car 29 allowed knowledgeable determinations to be made concerning locomotive efficiency, fuel and water consumption, type of locomotive suitable for service on specific territories, and establishment of tonnage ratings and train length over particular districts. The car also was used to study rail resistance and advisability of grade reductions, to test different types of brake equipment, and to determine the value of various locomotive appliances.

Car 29 would outlast its creators,

Santa Fe steam stars of the Ripley era

Class	4101	3450*	3460	3751**	3765	3776	2900	5000	5001	5011
Road numbers	4101-4115	3450-3459	3460-3465	3751-3764	3765-3775	3776-3785	2900-2929	5000	5001-5010	5011-5035
Year	1927	1927	1937	1927-29	1938	1941	1943-44	1930	1938	1944
Type	2-8-4	4-6-4	4-6-4	4-8-4	4-8-4	4-8-4	4-8-4	2-10-4	2-10-4	2-10-4
Engine weight (lbs.)	396,500	349,500	412,280	421,900	499,600	494,630	510,150	502,600	545,260	538,000
Boiler pressure (psi)	220	220	300	210	300	300	300	300	310	310
Tractive force (lbs.)	82,800	44,900	49,300	66,000	66,000	66,000	66,000	93,000	93,000	93,000
Driver diameter (in.)	63	73	84	73	80	80	80	69	74	74
Cylinders (in.)	27x32	25x28	32.5x29.5	30x30	28x32	28x32	28x32	30x34	30x34	30x34

All engines built by Baldwin Locomotive Works.
* As built; 3450 class rebuilt with 25x28-inch cylinders, 79-inch drivers, 230 psi boiler pressure, 43,900 lbs. tractive force, 352,000 lbs. engine weight.
** As built; 3751 class rebuilt with 30x30-inch cylinders, 80-inch drivers, 230 psi boiler pressure, 65,000 lbs. tractive force, 464,700 lbs. engine weight.



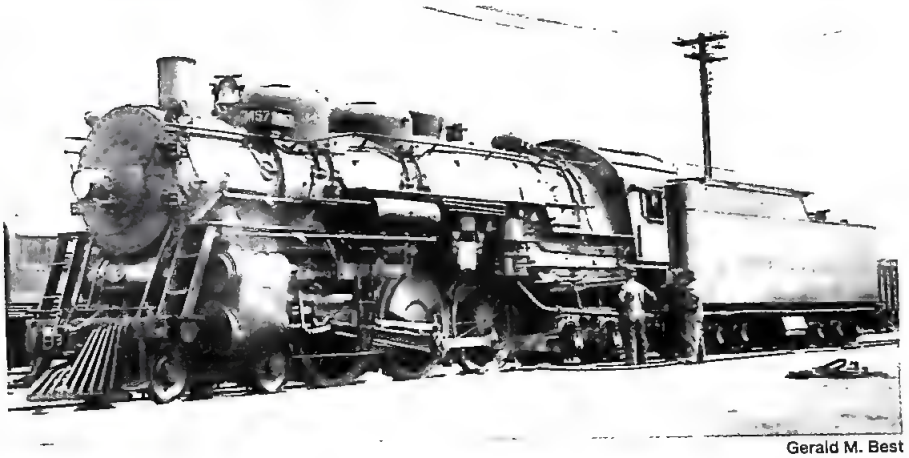
Baldwin photo, H. L. Broadbelt collection

Most important of Santa Fe's three 1927 steam designs was the prototype 4-8-4 of the 3751 class; in rebuilt form, No. 3751 steams today.

working not only on the Santa Fe but also for other railroads throughout the West for many years until it was finally retired in the 1960's.

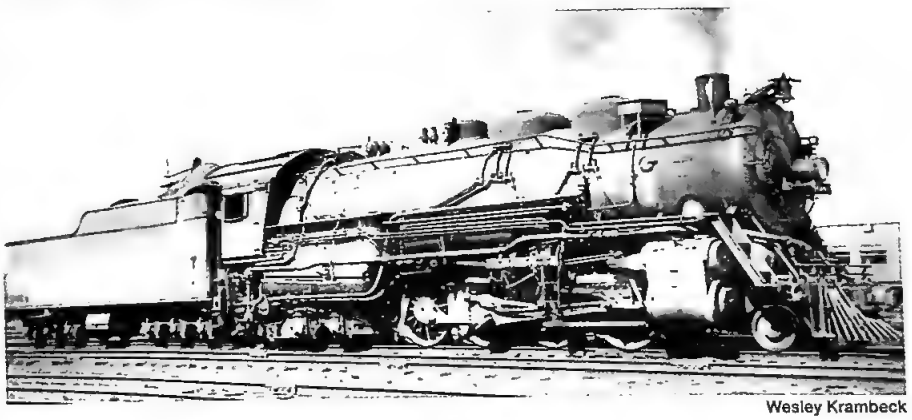
In 1911, Ripley had his first experience with self-propelled railcars in the form of Santa Fe's steam-powered motor car M.104. He worked on the development of this car, built by the Santa Fe using a Ganz two-cylinder steam engine mounted horizontally on the lead truck. On test, the bearings ran hot to the point of destruction, and the boiler would not deliver adequate steam. The machine was a failure, but Ripley learned from the effort and would apply the experience in future endeavors with self-propelled railcars.

In 1912, based on his work and achievements on the Santa Fe, Ripley received the honorary degree of Mechanical Engineer from the University of Illinois. He celebrated by taking a leave of absence from the Test Department to accept a position as secretary to a New York banker during a round-the-world trip on the banker's yacht. Ripley returned to the Santa Fe Test Department in June 1914.



Gerald M. Best

No. 3457 displays the as-built look of the 3450-class 4-6-4's, before upgrading in the 1930's.



Wesley Krambeck

The 4101 2-8-4's worked a quarter century with little modification; 4104 is at K.C. in 1940.

A stellar engineering team

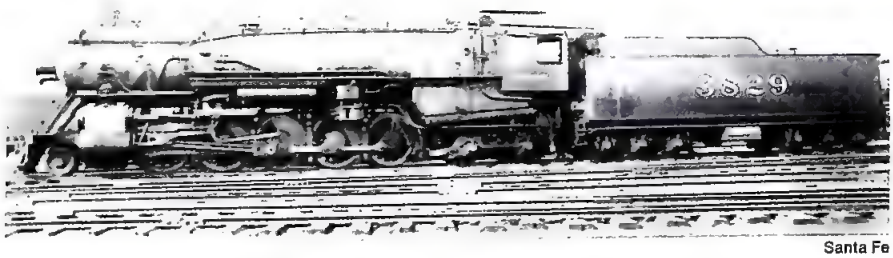
After rejoining the Santa Fe, Ripley resumed his old position of Assistant Engineer of Tests at Topeka and soon was promoted to General Mechanical Inspector of the system, based at the road's headquarters in Chicago. In 1916, he was appointed a member of the Committee on Car Wheels of the Master Car Builder's Association, a division of the American Railroad Association. Ripley also spent a four-year term as the Santa Fe's Mechanical Valuation Engineer. He then returned to the General Mechanical Inspector position, which he held until January 1, 1922, when he became Chief Mechanical Engineer for the Santa Fe system, reporting to John Purcell, Assistant to the Operating Vice President. January 1922 also saw the appointment of H. H. Lanning as Mechanical Engineer in Topeka, a position Lanning would hold throughout the design and development of Santa Fe's last great steam locomotives and the full-scale introduction of diesel-electric motive power. (While Ripley was nominally Lanning's superior, surviving records indicate that Lanning most often reported directly to Purcell.)

With the advancement of Ripley and Lanning, John Purcell had assembled one of the finest administrative and engineering teams in the history of railroading. All new steam locomotives bought by the Santa Fe after 1927 were so entirely designed and specified by Purcell, Ripley, and Lanning that they may be regarded as exclusive Santa Fe products. The designs created by these men included a single class of 2-8-4's, two classes of 4-6-4's, three classes of 2-10-4's, and four classes of 4-8-4's. All were built by the Baldwin Locomotive Works, which constructed nearly all of Santa Fe's 20th century steam power.

Purcell, Ripley, and Lanning were busy in 1926, a year in which they designed their road's first 2-8-4, 4-6-4, and 4-8-4 locomotives; all were delivered the following year. The 15 4101-class 2-8-4's

Richard H. Kindig

"Madame Queen" No. 5000 of 1930 (above, on Raton Pass near Wootton, Colo., in May 1946) sired the super 2-10-4's of 1938 and '44. She was Santa Fe's second 2-10-4, following by 11 years No. 3829, which was essentially a 2-10-2 with a four-wheel trailing truck.

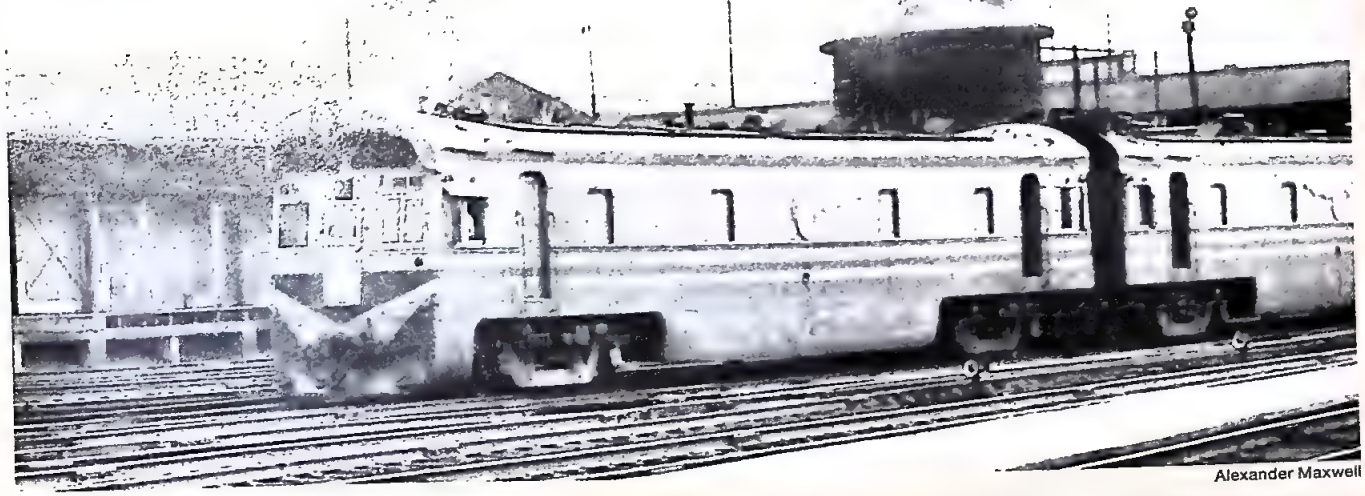


Santa Fe

arrived just two years after Lima Locomotive Works' A-1, the very first Berkshire, began its demonstration tour to sell railroads on the "Super-Power" concept. Several roads copied the A-1 when they ordered 2-8-4's, but the 4101 class, though similar in many respects to the Lima engine (both had relatively low 63-inch drivers, for example), was a Santa Fe design. The 4101's were built for freight service on the Missouri Division between Fort Madison, Iowa, and Kansas City. Later, they worked all the way to Chicago, and some were transferred to west Texas. The 4101's were one of Santa Fe's only classes to serve out their years relatively untouched by modernization.

The 10 4-6-4's were designated the 3450 class, an indication that they were considered an extension of the 3400-class 4-6-2's of 1919-1924. Despite being a conservative expansion of a proven design, the 3450's experienced some difficulties after being rushed into high-speed service without proper testing. Hot wheel bearings and poor combustion (resulting in smoke and cinder complaints from passengers) were the chief problems. Conversion of the class to oil-firing in 1932 addressed the smoke issue, but bigger changes came four years later, when Santa Fe's mechanical engineering team devised a substantial upgrade of the 3450's. Engine 3456 was first, emerging from the shops in June 1936 as a thoroughly modern passenger speedster with 79-inch disc drivers and 230-psi boiler pressure. The other 3450's were similarly rebuilt, setting the stage for the 3460 class of 1938.

The third Santa Fe design of 1926, the 3751-class 4-8-4, also was an extension of an earlier locomotive, the 3700-class heavy passenger 4-8-2. But, unlike the 3450-class 4-6-4's, the first of the 3751's underwent extensive road tests with dynamometer car 29 before construction of the other 13 members of the class, slightly modified, in 1928-29. The 3751's were outstanding engines, but they too began to be upgraded after a few years of service. In 1936, Nos. 3751 and 3753 got new engine trucks and shortened valve travel settings that lifted their top speeds from 65 mph to 90 mph. The following year, work began to convert the entire class to oil fuel. And in 1938, the road launched a three-year program to rebuild the 3751 class with one-piece engine beds, 80-inch



Alexander Maxwell

Santa Fe's two-unit diesel No. 1, the "One-Spot Twins," sports Ripley's preferred plain wheel bearings at Dearborn Station, Chicago, in 1936.

Ripley and the diesel

In 1931-32, Charles T. Ripley applied his European experience, along with his work on steam motor car M.104 back in 1911, as he worked with Winton Engine Manufacturing Co., Electro-Motive Corp. (EMC), and the Pullman Co. in the design, development, and introduction to service of a distillate-engine-powered motor car, the M.190. The articulated M.190 was something of a disappointment from a performance and reliability standpoint, but it did show that a high-speed locomotive could be successfully based on an internal-combustion engine.

With a 900 h.p. engine, four traction motors, and all the elements of a self-contained locomotive, the M.190 proved capable of performing useful work beyond that of earlier motor cars and thus can be considered a breakthrough transition locomotive. Ripley's experience with the M.190 was valuable in determining what would and would not work in road diesels.

The genesis of the Santa Fe's first diesel-electric passenger locomotive, twin-unit box-cab No. 1, took place at a meeting in Chicago on September 28, 1934. A railroad committee, selected by John Purcell, chaired by Ripley, and composed of H. H. Lanning, E. E. Chapman, B. F. Phelps, George Wood, and F. A. Issacson met with O. F. Brookmeyer of Winton Engine and Richard Dilworth of EMC. Winton and EMC were at the time planning a pair of diesel box-cabs, Nos. 511 and 512, for demonstration in high-speed, heavy-duty passenger service.

The purpose of the meeting was to convince Winton and EMC to produce a diesel locomotive capable of handling a conventional heavyweight passenger train on a regular Chicago-Los Angeles round trip on a 40-hour schedule each way. Brookmeyer and Dilworth freely admitted that, since there no such locomotives in existence at the time, the Santa Fe's project would have to be considered experimental. Undaunted, the committee proceeded with recommendations for changes to existing Winton and EMC plans for construction of Nos. 511-512, then still in preliminary design. Winton and EMC agreed to the Santa Fe's proposals, and the committee recommended the purchase of the locomotive.

Ripley's handwritten notes of the September 28 meeting were the basis for the committee's design proposal outlined in a report from Ripley to Purcell dated October 1, 1934, which clinched the decision to proceed with the new diesel. The report sheds some light on the actual involvement of the various parties. A quotation from Ripley's report, in full context, indicates that the responsibility for development and sale of a suitable locomotive to the Santa Fe may have fallen more on Winton than has been heretofore acknowledged:

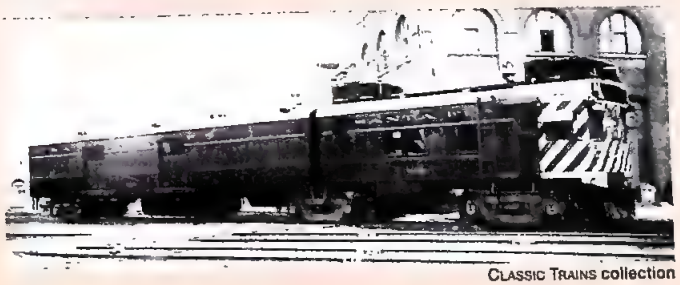
"In the preliminary discussion it was brought out that any engine of this kind would necessarily be experimental, in as much as there was no past practice which could be used as a guide. Under these circumstances, it was necessary that many features of the design would involve dependence upon the experience of the Winton Company with their motor cars and switch engines and that they would have to stand behind the product. They have written a letter to Mr. Etter in which they state they will do this. Thus if some of the parts prove inadequate for the service, they will have to be replaced. There is no question but what is a radically new unit of this kind some such troubles may be anticipated. However, the Committee attempted to give all the help they could, based on their experience with other types of power, to make the design as satisfactory as possible."

Ripley's notes also confirm that Winton and EMC's Dilworth were relying on experience with motor car M.190. The pilots, truck frames, and equalizers for Nos. 511-512 were all to be the same as on the M.190. There was discussion also of "fastening between units," which indicates a drawbar connection may have been considered; in the event, couplers were used, and 511-512 (and Santa Fe's units) were fully independent.

Ripley's notes and report to Purcell also confirm a lengthy discussion over the weight and cost penalty of the Santa Fe's request for a one-piece cast-steel underframe rather than the fabricated underframes proposed by Winton and EMC. The committee report recommended use of the fabricated underframe; only later was the decision made to use a cast underframe.

Two-unit locomotive No. 1, soon dubbed the "One-Spot Twins," entered service in September 1935. Tests confirmed that it was fit to handle the new *Super Chief*, launched in May 1936. The diesel era had begun on the Santa Fe.

—Larry E. Brasher



Classic Trains collection

Articulated motor car M.190 paved the way for passenger diesel No. 1.

The third section of train 23, the *Grand Canyon*, is in the capable hands of 4-8-4 No. 3782 at Frost, Calif., on November 12, 1951. The engineer has the stack extension raised, keeping smoke well above the cab and train.

Boxpok drivers, roller bearings on all axles, and higher boiler pressure.

In 1927, the Purcell-Ripley-Lanning team began formal work on a fourth new design: a 2-10-4 heavy freight locomotive. Santa Fe's first 2-10-4—indeed, the first 2-10-4 anywhere—was engine 3829, built in 1919 as part of an order for 3800-class 2-10-2's. The experimental 3829 differed little from her 2-10-2 classmates, but did give the road some experience with four-wheel trailing trucks. Santa Fe's second experimental 2-10-4 was a wholly new design (albeit influenced by the road's earlier 2-8-4's, 4-6-4's, and 4-8-4's), a fact reflected in its assignment to a new class, 5000.

Completed by Baldwin in 1930, No. 5000 bore little resemblance to the 3829, possessing the large firebox, high boiler pressure, tall drivers, one-piece engine bed, and other features characteristic of modern 2-10-4's. "Madame Queen," as the engine became known, would be the only member of the 5000 class, but Santa Fe mechanical engineers incorporated many of her elements in future steam designs. Indeed, the incomparable 4-6-4's, 4-8-4's, and 2-10-4's of the late 1930's can be considered as "Madame Queen's" daughters.

Beyond his work on motive power, Ripley developed a system of lubrication of car journals. This used cotton waste packing and a small coil spring, making the cotton waste more resilient than the wool waste which had been in use for years. As a result, standard, or plain, journal bearings ran cooler. Ripley also improved journal lubrication by introducing the Satco metal lining, which further reduced friction. This experience may explain why in 1935, Santa Fe's two-unit box-cab diesel locomotive No. 1, unlike other Electro-Motive Corp. road diesels, came equipped with plain-bearing trucks instead of Isotherm roller bearings. Later, in 1936, when the road leased EMC demonstrator 512, its original Isotherm bearings were replaced with plain bearings.

In 1927 Ripley made an extensive trip through Europe, investigating the latest developments in railway motive power, rolling stock, and maintenance-of-way equipment. He studied the use of roller bearings, and perhaps most tellingly, of diesel engines. Ripley received a broad grounding in diesel engine potential as applied to railway motive power. By 1934, the worth of the investment in this trip had manifested itself. Ripley's study and experience contributed greatly to the design and adaptability of diesel locomotives, the later decision to specify roller bearings in new steam designs, and the research leading to the acquisition of lightweight passenger cars.

The "Big Three" of steam

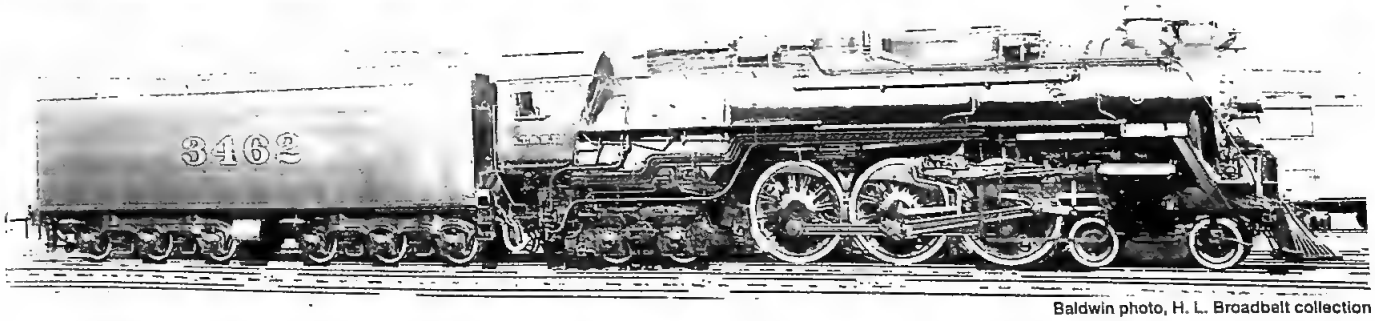
Even as Ripley and his associates were introducing diesel power to the Santa Fe, though, on their drawing boards took shape the designs for some of the finest steam locomotives on any railroad. On October 27, 1936, the road's Executive Committee approved the purchase of 27 locomotives for 1937: six 4-6-4's, eleven 4-8-4's, and ten 2-10-4's. All were to come from Baldwin.

The 3460-class 4-6-4's, the 3765-class 4-8-4's, and the 5001-class 2-10-4's have rightly been called the Santa Fe's "Big Three," but it is fair to say the road's real Big Three were in fact John Purcell, Charles Ripley, and H. H. Lanning, men whose cooperation in design made the three marvelous classes reality.

In 1937, while the locomotives were under construction, Ripley made another trip to Europe, covering much the same territory and updating the information from the 1927 trip. Ripley had dealt with the Edward G. Budd Co. in Philadelphia during construction of the first lightweight *Super Chief* cars earlier in the year, and was very interested in European experience with lightweight trains and high-speed service. At the time of this trip, such service was being proven feasible on the Santa Fe.

The six 4-6-4's of the 3460 class, delivered during October-December 1937, were in a category of their own. Most remarkable were their 84-inch driving wheels, good for speeds in excess of 100 mph and the largest ever used on a Hudson. Class engine 3460 was built with

Robert Hale



Baldwin photo, H. L. Broadbelt collection

The 84-inch driving wheels of the 3460 class were matched (on Milwaukee Road and C&NW) but not exceeded on any North American 4-6-4's.

sheet-metal cowling, the only Santa Fe steam locomotive to be fully streamlined. Extensive road testing of No. 3461, including a Los Angeles-Chicago run on train 8, the *Fast Mail*, without change, confirmed that the new 4-6-4's were the epitome of medium-horsepower, high-speed steam design.

The Purcell-Ripley-Lanning team also focused on 4-8-4's at this time. In addition to beginning the modifications to the 3751-class engines, the road ordered 11 all-new 4-8-4's, class 3765, which Baldwin delivered during March-June 1938. The 3765's were designed to be the ultimate development of the 4-8-4. These high-speed, high-capacity machines were initially assigned to the 1,246-mile Los Angeles-La Junta, Colo., segment of the Santa Fe's principal transcontinental passenger route. The 3765's were so outstanding that the road ordered 10 similar locomotives of the 3776 class; they went to work in 1941.

In 1944, with wartime traffic flooding its lines, the Santa Fe received from Baldwin its final 4-8-4's, the 2900 class. Similar to the 3765's and 3776's, the 30 2900's were heavier because certain lightweight materials used in the earlier

Engine 2925, from Santa Fe's final 4-8-4 order, leaves Belen, N.Mex., with train 1, the *Scout*, on January 12, 1947. Wartime material restrictions made the 2900's the heaviest of all 4-8-4's.

Two photos, Otto C. Perry

Thanks to 74-inch drivers, the 5001- and 5011-class 2-10-4 freight engines could more than hold their own on varnish, as 5023 shows with train 24, the *Grand Canyon*, east of Belen.

classes were unavailable during the war emergency. The 2900's went into freight service on the main line between Kansas City and Clovis, N.Mex.

The third group of Santa Fe's "Big Three," the 10 5001-class 2-10-4's, arrived during June-August 1938. They embodied all the technological advances found in this family of extraordinary locomotives. The 5001's were designed to haul freight trains at higher speeds than the 3800-class 2-10-2's in the same service. Five of the new 2-10-4's were coal-burners, assigned between Clovis and Belen, N.Mex., while the other five were oil-burners, utilized between Winslow, Ariz., and San Bernardino, Calif.

Riding on 74-inch drivers—higher than those under any other Texas type—the 5001's were designed to operate safely at 60 mph with rated tonnage, and were allowed 66 mph in passenger service. Timetable rules in effect during this period allowed locomotives to exceed the published speed limit by 10 percent for brief intervals if required to make scheduled time. Few, if any, 2-10-4's were capable of sustained velocities of 60 mph with rated tonnage, and it is doubtful that any other 2-10-4 was capable of handling passenger trains at over 70 mph. This high-speed performance capability placed the 5001 class at the peak of all-time achievement.

During World War II, the War Production Board authorized the construction of an additional 25 2-10-4's. Though nearly identical to the 5001's, the war babies were placed in the new 5011 class. All were oil-burners, delivered in 1944. Like the 3776- and 2900-class 4-8-4's, they pulled colossal 16-wheel tenders with a capacity of 7,000 gallons of oil and 24,500 gallons of water.

An impressive legacy

By the end of 1937, the first of Santa Fe's last great steam designs, the 3460 class, was entering operation, and the 3765 and 5001 classes were on order. Diesel locomotive No. 1 had fulfilled all expectations in heavy passenger service, and Santa Fe was operating the first of her descendants, the soon-to-be-famous

More on our Web site

Watch movie clips from the Herron Rail Video collection of Santa Fe 2-10-4's in action on our Web site, www.classictrainsmag.com

John Pickett

The first member of the 5001 class makes time on a westbound freight at Friona, Texas, 69 miles west of Amarillo, in August 1952.

"Warbonnet"-painted Electro-Motive E1 diesels, in regular service on the new *Super Chief*. Charles T. Ripley had made significant contributions to the design and construction of them all.

In January 1938, after 16 years of substantial influence on the perfection of motive power on the Santa Fe as Chief Mechanical Engineer, Ripley left the railroad to assume the position of Chief Engineer of the Technical Board of the Wrought Steel Wheel Industry. During World War II, he remained in that position but also accepted an assignment with the Office of Defense Transportation in Washington, D.C.

Ripley turned down the offer of a commission and served throughout the war without remuneration. Among his many contributions, he advised on the construction of the diesel locomotives provided to the Soviet Union under lend-lease and made recommendations concerning rolling stock constructed for use on the Trans-Iranian Railway.

In 1945, Ripley received the award of Fellow of the American Society of Engineers. In July of that year, he retired to continue consulting mechanical engineering work from his new home in South Laguna, Calif.

Throughout his life, Ripley was active in church, youth, and civic work wherever he lived. Married on April 20, 1918, and a devoted father, he and his wife, throughout World War II, cared for and helped more than 150 servicemen and their families. The full extent of the details of Ripleys' care for these individuals was closely held. Perhaps the citation from his Fellowship Award is a fitting ending for this brief story of a man: "Here is a man [who] has done much for youth in addition to his engineering activities."

Ripley died quietly at age 62 on February 6, 1949. ■

Keeping Santa Fe's steam heritage alive

Los Angeles-based 4-8-4 No. 3751, plus 15 non-operational survivors, recall the Charles T. Ripley era of Santa Fe motive power

Santa Fe 3751 rests after a day on display at Fullerton (Calif.) Railroad Days in May 2001. A BNSF freight blurs past in the background, while a switchlamp prop adds to the atmosphere.

By David Lustig • Photos by Steve Crise

More so than many railroads, the Santa Fe was generous in donating steam locomotives to on-line communities. As a result, some five dozen AT&SF engines survive. Most are small and predate the tenure of Charles T. Ripley as the road's chief mechanical engineer. But 16 giants from the 1920's, '30's, and '40's are still extant, representing the last and best of Santa Fe steam.

Of the 16, only No. 3751—the first in the road's stable of distinguished 4-8-4's—has been fully restored, having operated on a number of main-line and local trips since the early 1990's. Officially retired in 1957, it was donated to San Bernardino, Calif., taking its place in a city park the following year, its operating career seemingly over for good.

In 1981, a group of local railfans formed the San Bernardino Railroad Historical Society in order to give the engine a cosmetic renewal if not an outright restoration to operating condition. Four years later, the society took ownership of the 4-8-4, and shortly afterward moved it out of the park and into the California Steel Industries complex in nearby Fontana. Slowly, parts frozen together by rust succumbed to the hard work of dozens of volunteers.

Then in August 1991, the needle on the steam gauge in the cab began to move for the first time in nearly four decades. The 3751 became an active steam locomotive once again. By the end of the year, it was back on the main line with its debut excursion from Los Angeles to Bakersfield and

Schoolkids look into 3751's cab during a display outing at San Pedro in April 2007.

return. In 1992, Santa Fe leased the engine for an employee excursion from Los Angeles to Chicago and back.

Since then, the 3751 has mostly remained in the L.A. area, embarking on only two major outings: deadheading to and from Sacramento in 1999 for display at California State Railroad Museum's Railfair '99 festival, and public trips to, during, and back from the 2002 National Railway Historical Society convention at Williams, Ariz. Once or twice a year, the engine runs, or is towed, to in-steam display events, such as the annual Fullerton (Calif.) Railroad Days.

As the society has always known, owning an operable steam locomotive and being able to run it are two totally different realities. Just ask Fred Hill, who signed up as the group's first sponsor in 1981 and is currently a director of the society.

"We get along well [with] and respect BNSF management," said Hill, who also praised Amtrak and L.A. commuter carrier Metrolink, adding that the group's frustration at not being able to run the engine very often is tempered by the knowledge that southern California track time is at a premium. "It's just not available for us to run regularly." The only other major player in the area, Union Pacific, has a policy of not running steam locomotives from other railroads on its tracks.

Housed in Santa Fe's San Bernardino shops until the complex was torn down in 1995 to make room for intermodal operations, the 3751 currently is a denizen of Amtrak's Redondo Junction locomotive facility (fittingly, a former Santa Fe property) just south of Los Angeles Union Station, where the group leases two turntable whisker tracks. Ideally, long-term facilities would include an overhead covering to keep the engine out of the elements, said Hill. Between outings, 3751 currently sleeps under a large tarp.

With limited operating opportunities around Los Angeles, what does the future hold?

"We need opportunities to operate the engine and educate newer members on how it performs," said Hill, "as well as show them how to properly maintain the locomotive in tip-top condition."

The answer, he suggested, might be to find other areas of the Southwest that have the flexibility, and the track time, to let the 3751 run more frequently. To that end, the society has been in discussions regarding operation in two states. One potential site is the Grand Canyon Railway in Arizona, a former Santa Fe line.

Meanwhile, the group constantly researches opportunities to operate in southern California.

"We always have plans to run the 3751," said Hill. "All it takes is a lot of money for insurance and leasing the appropriate passenger cars—usually 10 coaches."

Hill added that every time the slack runs out at the start of an outing, part of the profits are set aside for that time in the future when the 3751 will need a rebuilding under Federal Railroad Administration Part 230, which includes installing new flues, tubes, and a superheater.

The group did it once at Redondo Junction out in the open in 2000 and is prepared to do so again in the same spot. That may not be necessary for years, Hill added, stating that the engine has used only about 25 percent of its boiler time based on the FRA clock. The magic number, Hill said, is 1,472 days between rebuilds. A one-day outing starts with the day the engine gets a fire in its belly, and ends five days later when the boiler is cold again (two days to get the engine hot, one day of opera-tion, and two to shut it down). Total cost of the rebuild in 2007 dollars would be in the range of $200,000.

Despite the obstacles in finding opportunities to get the 4-8-4 out and steaming, Hill said the group is optimistic that they will ultimately prevail.

"It's a living, breathing thing," Hill said of the 3751. "We have a horse in the barn and we're ready to go."

Modern Santa Fe steam: What's left

4-6-4's	
3450	Los Angeles County Fairplex, Pomona, Calif. Donated 1955 to Southern California Chapter of the Railway & Locomotive Historical Society. Display.
3463	Expo Center, Topeka, Kans. Donated 1956. Display.
4-8-4's	
3751	Los Angeles, Calif. Donated to San Bernardino, Calif., June 3, 1958. Owned by San Bernardino Railroad Historical Society, www.sbrhs.org. Restored to operation 1991. Stored at Amtrak's Redondo Junction engine terminal.
3759	Locomotive Park, Kingman, Ariz. Donated August 3, 1957. Display.
3768	Great Plains Transportation Museum, Wichita, Kans. Donated July 13, 1958. Display.
2903	Illinois Railway Museum, Union, Ill. Donated to Museum of Science & Industry, Chicago, May 24, 1962. Ownership and locomotive transferred 1995. Display.
2912	Pueblo Union Station, Pueblo, Colo. Donated August 14, 1959. Display.
2913	Riverview Park, Fort Madison, Iowa. Donated April 29, 1960. Display.
2921	Beard Brook Park, Modesto, Calif. Donated July 30, 1960. Display.
2925	California State Railroad Museum, Sacramento. Donated April 1986. Stored; not available for viewing pending cosmetic restoration and facilities construction.
2926	Stored on General Services Administration property, Albuquerque, N.Mex. Donated October 31, 1956. Under restoration to operating condition by New Mexico Steam Locomotive & Railroad Historical Society, www.nmslrhs.org.
2-10-4's	
5000	City-owned land at 2nd St. and Lincoln Ave., Amarillo, Texas. Donated 1957. Display.
5011	Museum of Transportation, St. Louis, Mo. Donated November 1962. Display.
5017	National Railroad Museum, Green Bay, Wis. Donated December 27, 1959. Display.
5021	California State Railroad Museum, Sacramento. Donated April 1986. Stored; not available for viewing pending cosmetic restoration and facilities construction.
5030	Salvador Perez Park, Santa Fe, N.Mex. Donated August 13, 1959. Display.

On our last leg into Jackson, we were down to just three empty coil-steel flats for the NYC, as seen from the cupola of GTW caboose 77951 (photographed at Orchard Lake).

Riding the Michigan Air Line

With steam excursions gone, four fans in 1962 enjoyed a branchline freight with a special diesel

By J. David Ingles • Photos by Jim Hediger

This would not be the first time we'd ride "the Air Line." Grand Trunk Western's 70.6-mile Pontiac-Jackson (Mich.) Jackson Subdivision on July 1, 1959, had hosted a memorable Michigan Railroad Club excursion, behind a 2-8-2 from Detroit out to Pontiac and doubleheaded hand-fired Pacifics on the branch. But such trips now were a thing of the past. The official and intense portion of GTW's steam-excursion era ended after a run of 4-8-4 6323 on September 20, 1961, from Detroit to Durand and back on passenger trains 21 and 56 ["GTW's Final Steam Curtain," page 36, Summer 2000 CLASSIC TRAINS]. However, for many in our crowd of 20-ish, enthusiastic, newly mobile railfans, steam's passing just opened more doors to pursue and learn about diesels.

That included riding behind them. There weren't a whole lot of Alcos around Detroit, a big factor in several of us becoming fans of just about any diesel built in Schenectady. GTW had only a pair of one of our favorite models, the RS1, outshopped in October 1957 for switching Dearborn Station in Chicago when GTW thought it might be doing that itself, instead of landlord Chicago & Western Indiana. That change didn't transpire, and the RS1's—the last two built for U.S. service—hung out in southeastern Michigan on local freights (and handling, at least once, those Durand passenger locals). Numbered 1950-1951, above parent Canadian National's passenger GMD1 roadswitchers of similar appearance, they were classed MRG-10e: M for Montreal, the Canadian Alco licensee; R for roadswitcher; G for having a steam generator; 10 for 1,000 h.p.; and e for the fifth subclass of MLW/Alco 1,000 h.p. units.

With 11 cars (8 loads, 3 empties), our train, having backed through Pontiac on the Holly Sub main, heads west from M.A.L. Crossing.

Orchard Lake, 5.7 miles out of Pontiac at MP 40, was our first stop on the branch, to set off a Norfolk & Western hopper load of coal.

Once past the C&O diamond at South Lyon, we began more than an hour's work at the Michigan Seamless Tube plant, the highest-volume customer on the line. Crew and "passengers" all took lunch in the plant's cafeteria. We stopped here to pick up cars eastbound, too.

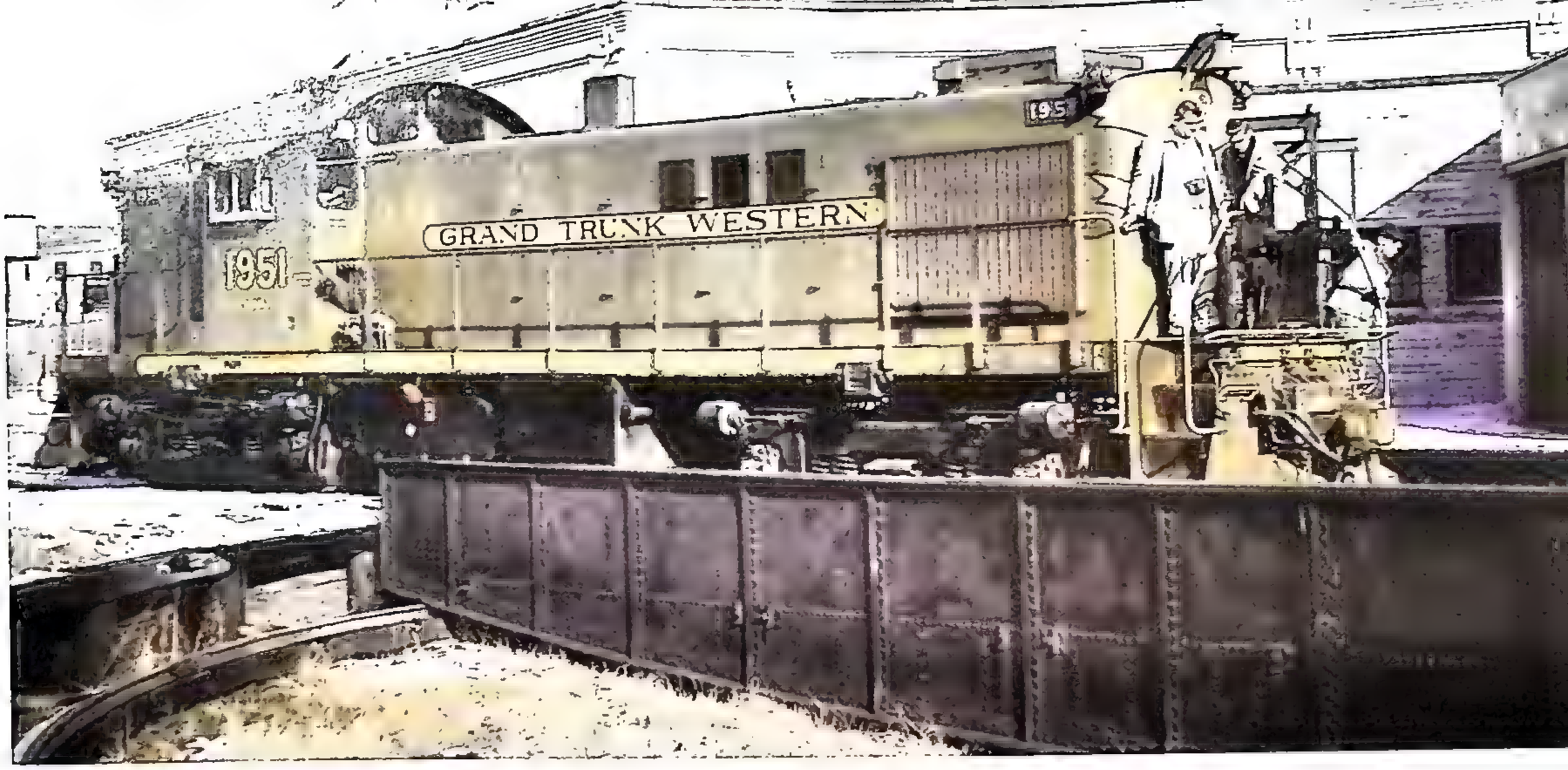
Our third stop, after Orchard Lake and Walled Lake, was Wixom, MP 50.7, where an empty L&N hopper was left on the C&O interchange track.

Grand Trunk Western in that era had a simple, formal, and well-used process for writing and obtaining permission to ride locomotive cabs, so when friend Dave Klopfer of north suburban Rochester, Mich., discovered that the Monday-through-Friday Pontiac-Jackson branchline turn had been using one of the RS1's for a few weeks, he called around to several of us. The train had a convenient 9 a.m. departure, and was usually back from the 144-mile round trip in mid-afternoon. We wrote for permission to ride and organized a four-man assault for Thursday, January 25, 1962.

Thus at 9:17 that morning, when Jim Hediger, the late Hank Goerke, and I roared into the parking lot at the Pontiac east-end yard office, we discovered that Dave was already aboard the engine. Cameras and permission slips in hand, we three boarded caboose 77951. The train was pretty much ready to go.

"Invaded" might have been a better word. Conductor G. R. Artley glanced at our cab permits, signed them, then plowed through the legalese of GTW's photo liability releases with a nod or two. The rear brakeman looked on somewhat in awe. GTW was about to join the ranks of railroads finding out that shedding steam power did not relieve them of obnoxious fans.

"Well, boys, we're short of chairs here, so the cupola is yours today." That was fine with us, but first, Hank and I adjourned to the rear platform to help "shrill the air whistle" as the train backed a mile through central Pontiac on the Holly Sub main line to GTW's M.A.L. Crossing. After waiting for two trackmen to thaw a frozen switch at the junction, and for our crew to operate the derail and transfer switches, our Jackson turn was off at precisely 9:45—one RS1, 11 mixed freight cars (8 loads,



Hank Goerke (at left) and Dave Ingles "help" guide the 1951 onto the Jackson turntable.

3 empties), and the caboose.

Orchard Lake was our first stop, and we three on the rear dropped off for pictures as a Norfolk & Western hopper car of coal was set out. Ditto 7½ miles farther along at Walled Lake for a loaded Southern Pacific boxcar. West of Walled Lake, the Jackson Sub speed limit increased from 30 to 40, which gives you an indication of GTW's historically great track maintenance.

At Wixom, another 3 miles west, our short train straddled the interlocking with Chesapeake & Ohio's Saginaw Division as the crew set out a Louisville & Nashville hopper car on the interchange track. At South Lyon, 9 miles later, another load of N&W coal was "Dutch dropped" onto a siding. Officially not allowed, but common in practice, this was done where siding switches were facing-point, not trailing-point, so the car could be delivered "now" instead of on the return trip.

Now with all four visitors on the engine, the train proceeded across the C&O Detroit-Grand Rapids mainline interlocking plant to the Michigan Seamless Tube plant, the Jackson line's largest customer.

Our train was in South Lyon for better than an hour, but no time was wasted during switching at the Tube plant. The hogger and his helper, and the brakeman, alternated at their duties while the opposite crew members "went to beans" in the plant's small cafeteria. A quick check with the plant guard enabled us four "passengers" to do the same. The crew said that were it not for

Westbound at Stockbridge, we had hints of the full sunlight we'd see in Jackson.

this plant, the train would run only once or twice a week, but traffic was such that sometimes a Saturday South Lyon turn was called.

A little after noon we burbled on west again, now with the other three guests back in the caboose and this reporter in the cab of America's newest RS1. The amicable crew—engineer Glen Zimmerman and helper Morgan Silsby—expressed no complaints about the RS1, but they preferred a 1500-series SW1200, with 200 more horsepower. They commended Pontiac roundhouse foreman Slaught on his

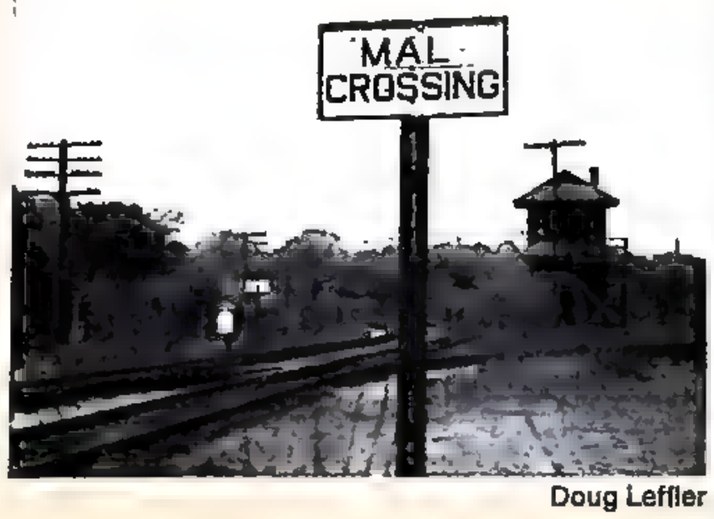
Much of the "Air Line" was ruler-straight, as at the 25-mph Whitmore Lake bridge, MP 64.5.

Who was "MAL," anyway?

Typical of their brethren everywhere, even a century after the fact many railroaders still called certain southern Michigan branchline segments "the Air Line." But unlike many such monikers elsewhere for short-cuts or straight-track segments, this one had an ancestor with that actual name. The Michigan Air Line Railroad was planned to link the Canada Southern (CASO)—which went from Buffalo, N.Y., across Ontario—with Chicago, using a ferry across the St. Clair River between Canada and the U.S.

In 1868, CASO and the Grand Trunk Railway, chartered in Michigan and Indiana, formed the Michigan Air Line, which opened in February 1871 from the Michigan Central hub of Niles, Mich., east to Jackson. It was leased to MC as part of a shorter Chicago-Detroit route. Also opened was from Romeo east to Richmond. The Michigan Midland & Canada, chartered in 1872 to continue east from Richmond to St. Clair, Mich., on its namesake river, opened in 1873 as part of the CASO. Owing to financial problems, the Jackson-Pontiac-Romeo segment was not built.

The Romeo-Richmond leg was split off in October 1872 as the St. Clair & Chicago Air Line, but it soon went bankrupt; in November 1875 it was sold and reorganized as the Michigan Air Line Railway. This MAL made arrangements for operation by the Grand Trunk, whose Port Huron-Detroit line went through Richmond. GT leased the MAL on January 1, 1881, and finished the line west to Jackson on September 1, 1884, building the Pontiac-South Lyon portion on the right of way of the planned Toledo, Ann Arbor & Northeastern. Michigan Central (later New York Central) continued to operate the Jackson-Niles segment.

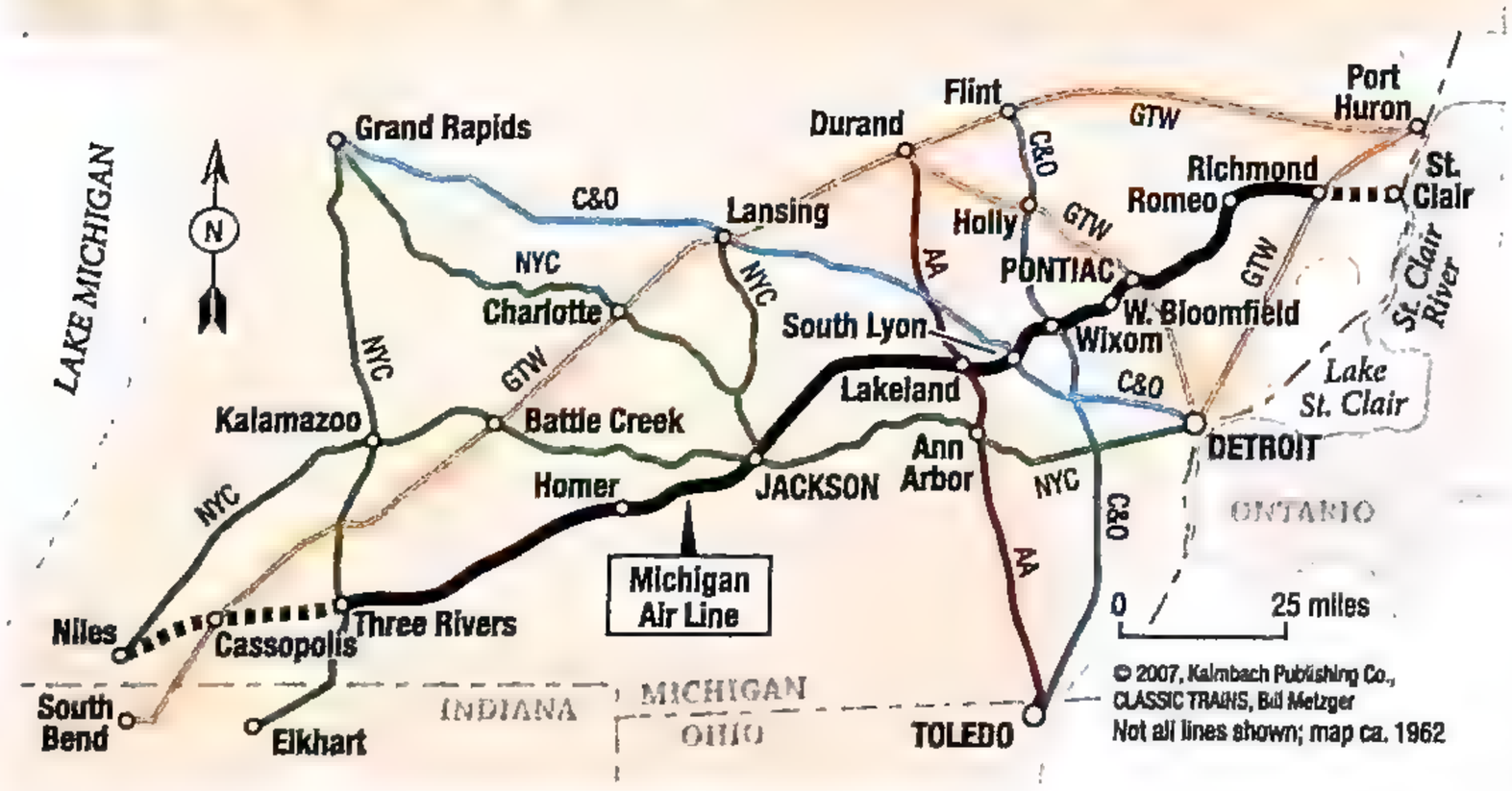


Doug Leffler

Tower and NYC sign were still in evidence in June 1963 at the Jackson crossing.

In the last years of steam on Grand Trunk Western, several excursions went from Detroit to Port Huron via Pontiac and Richmond, but only two are known to have gone to Jackson. In the 1950's, NYC rebuilt the Jackson-Three Rivers track as a CTC-signaled shortcut from Detroit toward the new (1958) Robert R. Young Yard at Elkhart, Ind. The Three Rivers-Niles portion of the MAL had been abandoned prior to World War II, although to this day you still can discern the abandoned MAL yard site east of Niles ["Birds-Eye View," pages 52-53, Winter 2006].

The Pontiac-Jackson line we rode was pulled up, first from Lakeland west, in the early 1970's after the state prison converted from coal to natural gas fuel. By then the local's power was a Geep. In 2007, the only parts of the Michigan Air Line left are spurs in Pontiac and Three Rivers, plus the 8-mile segment from Wixom east through Walled Lake to West Bloomfield, operated by Coe Rail, a short line with a dinner train.—*J. David Ingles*



The track inspector had his "speeder" in the clear for us at the Roots spur, MP 98.1.

fine maintenance work—feats that had not gone unnoticed in the waning days of GTW steam power.

The Jackson line had been dieselized longer than any GTW branch, having used EMD yard switchers for years. The March 1960 arrival of the eight SW1200's with Flexicoil road trucks that helped finish off steam prompted some diesel reassignments that brought an RS1 to the Jackson line. So having an Alco here was new. Engineer Zimmerman, who'd been on the run four years, said the biggest problem was the line's many grade crossings. Near-misses were common—he'd had seven in the first week of 1962 alone!

Whitmore Lake and Hamburg were "throughs" (no business today), so our next stop was Lakeland, 35 miles out, where we waited for the station agent to go up into the little interlocking tower to give us the board across the Ann Arbor Railroad. At Stockbridge, 52 miles from Pontiac, we set out two cars, reducing our consist to three empty New York Central coil-steel flatcars for interchange at Jackson. An unofficial stop was made at Gregory to refill the water jug in the caboose.

At our second "M.A.L. Crossing" (of NYC's line from Jackson that split for Grand Rapids and Lansing) on the outskirts of Jackson, a young woman gave us the high sign from the old interlocking tower. She worked in GTW's Jackson station, but one of her duties was to drive out each day to clear the train from Pontiac across the diamonds. (Doug Leffler, a Jackson native who provided the photo of the tower on the

opposite page and who in 1962 was a teenage railfan, tells us her name was Mary Smith, and she was assistant to local GTW agent Jimmy Beebe.)

First the crew worked the Central interchange, then they shoved the train down along GTW's Jackson freight depot and roundhouse, MP 105.9. Next, they eased the 1951 onto the short turntable to be wheeled around so it could point long-hood-first again heading east. Neither the RS1's nor the SW1200's would have a problem if they weren't turned, but the crew preferred to operate their engine "forward" because the horn noise carried better.

At 2 p.m., less than 30 minutes after arrival, Extra 1951 East departed Jackson with an empty Virginian hopper and a Pennsy boxcar from the team track, plus three gondolas from the NYC. Our first stop was 3.7 miles out of town at the State Prison of Southern Michigan ("New Prison Siding" to the GTW), where a Gulf, Mobile & Ohio (MDT) refrigerator car of canned goods for Lapeer State Hospital, which had been set outside the gate by the prison's Whiting Trackmobile, was picked up. During its "confinement," the car's trainline air hose had been broken, so the crew placed the car behind our caboose.

We left the Virginian hopper on the Ann Arbor interchange track at Lakeland at 3:15, and 15 minutes later were back in South Lyon. Seven empty gons awaited our pickup at the Tube plant, and two more cars were ready for us at the C&O interchange. At 3:55 we began the last leg home with our longest consist: 13 cars plus the caboose. The spate of pure sunlight we'd enjoyed at Stockbridge and Jackson was now a memory as high ice-clouds had moved in, although the snow cover continued to make for bright pictures.

At Walled Lake, we stopped to call Pontiac to send an engine down to M.A.L. Crossing to tow us up through town—the junction's connecting tracks mandated a backup move for Jackson trains, and with the ailing reefer behind the caboose, we couldn't move in the usual "tail-hose" manner. SW900 7232 showed up for the job.

At precisely 5 p.m., four weary but happy fans dropped off at the yard office, and the friendly but probably still shell-shocked crew backed on into a yard track. The rear-end crewmen dropped off, then the RS1 cut away and burbled off to the roundhouse, closing out a wonderful day.

All four of us agreed: Who needs steam to execute a good fan trip? ■

The Virginian hopper for Lakeland served as a "buffer" to fetch an ailing car outside the prison.

Visible ahead as we halted at Lakeland were the station and the Ann Arbor interlocking tower.

Carole Lombard, John Barrymore, and other cast members look at director Howard Hawks on the set of the 1934 film.

Academy of Motion Picture Arts and Sciences

20th Century

Star of stage and screen

New York Central's great limited played well on Broadway and in Hollywood

By Les Hammer

"Twentieth Century *leaving for New York on Track 6. All Aboard!"*

In the cavernous and smoke-filled trainshed at La Salle Street Station in Chicago, smartly dressed passengers make their way to New York Central's 20th Century Limited. *The local sheriff stands on the platform, scanning the crowd for a wanted man—Oscar Jaffe, a bankrupt Broadway producer who is evading a horde of angry creditors.*

"I got four men watching every gate," the lawman grumbles. "He ain't gonna leave this state without paying up."

His watch is interrupted by a black-clad Kentucky colonel, brandishing an expensive cigar and clutching a leather portfolio. "Ah beg yo' pardon, suh," drawls the white-haired gentleman. "May Ah trouble y'all fo' a match?"

"Sure thing, brother," the sheriff reaches into his pocket, oblivious to the name embossed on the portfolio—Oscar Jaffe.

"Ah'm takin' the 20th Century," *explains the counterfeit colonel, peering through his black pince-nez. "Ah hope Ah ain't late."*

The sheriff gestures toward the gate. "No, it's over there. You can just make it."

The colonel nods. "Thanks fo' yo' courtesy."

The sheriff smiles. "That's perfectly all right."

Rounding out his hammy act, "Colonel" Jaffe shuffles off to the train that will take him beyond the reach of the law.

Reel Art

Although its publicity posters were rendered in full color, *Twentieth Century*, like all films of its era, was black-and-white.

In 1934, Depression-era cinema fans and rail enthusiasts enjoyed a brief respite from the grim reality of breadlines and soup kitchens with the screwball comedy film *Twentieth Century*, inspired by the flagship train of the New York Central Railroad. Although there was little trackside action, the prestige picture boasted a stellar cast and managed to evoke the pre-World War II ambience and glamour of the luxury train, recreated on a Hollywood sound stage.

Flash back to June 15, 1902, when the New York Central and Pennsylvania railroads launched their rival, all-Pullman expresses, the *20th Century Limited* and the *Pennsylvania Special* (later renamed *Broadway Limited*), each on a 20-hour schedule between New York and Chicago. Within a few years, both were using modern Manhattan terminals: the *Century* departed at 5 p.m. from Grand Central, where redcaps rolled out a red carpet for its passengers; across town, the *Broadway* left Pennsylvania Station to the accompaniment of a bugle fanfare at the Savarin Restaurant, followed by a redcap chorus at the train gate, "Broadway Limited leaving at five o'clock p.m. from Track 12." The limiteds' rivalry became the stuff of railroad legend.

Fast-forward to spring 1930, when former press agent Charles Millholland delivered a copy of his new stage play, *Napoleon of Broadway*, to New York producer Jed Harris. At first reading, Harris liked the central character, modeled on impresario Morris Gest, but found the plot wanting. After consideration, the producer offered the aspiring dramatist a share of the royalties in exchange for an agreement to let an experienced playwright rewrite his work. Millholland agreed. (In 1935, a version of the original play reached the silver screen as *Streamline Express*, produced by Mascot Pictures.)

With a showman's instinct, Harris knew that he could turn a dilettante's dross into box-office gold. But he needed the best writers in the business to work his magic. Harris ordered his agent to find Ben Hecht and Charles MacArthur—the irreverent, roistering, and rowdy playwrights who had satirized the newspaper business in the 1928 comedy *The Front Page*. The agent tracked down the rumpled pair at the Hecht estate in Nyack, overlooking the Hudson River. Over a bottle of bootleg gin, he offered them a $5,000 advance for a new play, based on *Napoleon of Broadway*.

On a whim, Hecht and MacArthur boarded a train for Charleston, S.C., where they holed up in a seedy hotel to write *Twentieth Century*. In a haze of cigarette smoke, they played fast and loose with the Millholland play—discarding old characters, inventing new ones, shouting lines at each other, and pounding away at their typewriters. They created the composite character of Oscar Jaffe, a flamboyant impresario modeled on the temperamental Broadway producers—such as Jed Harris—they knew too well.

Hecht and MacArthur hammered out the first two acts of *Twentieth Century* in three weeks. Returning to New York, they showed the manuscript to Harris, who urged them to finish the play in time for an opening in August 1931. To his chagrin, the wayward writers left on short notice for Hollywood to crank out a couple of screenplays. The third act of *Twentieth Century* remained unfinished well into 1931.

Exasperated by the delays, Jed Harris bowed out. At a point where the play might have been shelved, director George Abbott agreed to take on a production of Hecht's *The Great Magoo* on condition that Hecht finish the final act of *Twentieth Century*. Hecht retreated to his hideaway on the Hudson and wrote the third act in 10 days.

'A tumultuous farce' of a play

Aptly described by rail enthusiast and New York society figure Lucius Beebe as "a tumultuous farce," *Twentieth Century* opens on a darkened platform at La Salle Street Station, where passengers and crew prepare for departure. "Attention, please," crackles a voice over the loudspeaker. "*20th Century Limited* for New York and Boston now ready on Track 14." As the curtain rises, redcaps cross the platform behind the doorways and windows of the main set. From the observation car, a porter leads a nervous Grover Lockwood and his coy

Photofest

In a scene from the 1933 stage production, Oscar Jaffe (played by Gregory Ratoff, standing), Lily Garland (Eugenie Leontovich), and George Smith (Roy Roberts) are in a drawing room.

mistress, Anita Highland, into Drawing Room A. Their romantic tryst is interrupted by a drunken press agent, Owen O'Malley, who insists that the space is reserved for his boss, Oscar Jaffe. To humor him, Oliver Webb, befuddled manager for the famed impresario, persuades the couple to move to another room. When O'Malley discovers that Jaffe is late, he pulls the emergency cord and the train lurches to a stop.

Oscar Jaffe makes a grand entrance, resplendent in a black fedora and fur-collared coat and wielding a silver-tipped cane. Undaunted by the failure of a recent production, the prospect of losing his theatre, and the process servers in hot pursuit, Jaffe bides his time in Drawing Room B, which is reserved for his former protégée and mistress, the stage and screen star Lily Garland, who will board at Englewood Union Station on the city's South Side.

After the train leaves Englewood, Lily Garland enthrones herself in Drawing Room B. She belittles and berates her long-suffering lover, George Smith, then begs for his forgiveness and understanding. But Lily meets her match in the equally temperamental Jaffe. Determined to wheedle a contract out of his one-time mistress and save himself from financial ruin, Jaffe teams up with a pair of renegade actors from the Oberammergau Passion Play and a wealthy religious fanatic named Matthew J. Clark, who agrees to back a production of the venerable play. To his dismay, Jaffe learns that Clark has escaped from a lunatic asylum, but uses the old man to fake his own shooting. Melodramatic to the end, a "dying" Jaffe implores a distraught Lily to sign on the dotted line. In the final scene, a redcap wheels Oscar Jaffe through a gate at New York's Grand Central Terminal, where he toasts his life in the theatre.

The *Century* takes Broadway

Twentieth Century opened to rave reviews on December 29, 1932, at the Broadhurst Theatre in New York. The production, featuring Moffat Johnston and Eugenie Leontovich in the leading roles, ran for 154 performances. From the opening scene, audiences marveled at the real stars of the show—the imaginative sets by Mitchell Cirker and Robert Robbins that created the illusion of a moving train. With the cooperation of the New York Central, the set designers removed some fixtures and furniture from an observation car (reported to be the *Elkhart Valley* or the *Oswego Valley*) and installed them on the set. Cirker and Robbins mounted the prop train, consisting of two drawing rooms and an observation lounge, on metal casters that fit into a wooden track extending into the wings of the stage. To highlight the action in a particular space, stagehands pulled the train left or right until the room was center stage and used black curtains to mask the other sections of the train. But the special effects were tricky.

"Matters were . . . confused by the fact that it was difficult to synchronize the [movements] of the stagehands on the right end of the car with those on the opposite side of the stage," wrote a *New York Times* reporter. "But everything was straightened out finally."

Twentieth Century bristled with barbs and jibes at its namesake train and mocked the peccadillos and pretensions of its high-class clientele. In one scene, the wisecracking O'Malley compares the illicit affair of Lockwood and his mistress to "*Romeo and Juliet* hacking away at the Mann Act." Like a self-appointed guardian of morals, his sidekick Webb declares, "They can't get by with that on the *20th Century*." In another scene, O'Malley defies the conductor and pulls the emergency cord, stopping the train, prompting Webb to snort, "My God, we travel Pennsylvania next time!" Dumfounded by the disorderly conduct on his train, the conductor explodes, "Fires or floods or blizzards! This is the *20th Century*! We get to New York on time!"

Eddie Brandt's Saturday Matinee

Pandemonium reigns in the 1934 film as eccentric Matthew J. Clark (Etienne Girardot) is caught posting REPENT signs all over the train.

Lucius Beebe wrote of the production, "Woven in a fabric of hilarious improbabilities, the play poked outrageous fun at the atmosphere of propriety which characterized the conduct of the *Century*. The railroad loved it."

The following summer, *Twentieth Century* roared into Los Angeles for a four-week engagement at the El Capitan Theatre. Actor-director Gregory Ratoff played Oscar Jaffe, while his wife, Eugenie Leontovich, reprised her role as Lily Garland. Hollywood celebrities turned out for opening night on July 22, 1933. As on Broadway, audiences were dazzled by the set, which had been dismantled at the end of the New York production and painstakingly reassembled for the West Coast run.

Dumfounded by the conduct on his train, the conductor explodes, "Fires or floods or blizzards! This is the 20th Century! *We get to New York on time!"*

Goin' Hollywood

Tantalized by the prospect of turning *Twentieth Century* into a film, Columbia Pictures bought the rights for $25,000 and paid Ben Hecht and Charles MacArthur $14,525 to adapt their play for the screen. Arguably, Columbia was not the ideal studio to make a high-brow comedy, given its reputation then for producing low-budget mysteries and westerns, using aging matinee idols or young contract players. As Columbia boss Harry Cohn was fond of saying, "We get 'em on the way up or the way down."

By all accounts, John Barrymore was on *his* way down when he was tapped for the leading role in the film version of *Twentieth Century*. At 52, the legendary actor was beginning a slow, tragic decline into alcoholism and self-parody. In spite of his erratic behavior and increasing unreliability, he was ideal for the starring role of Oscar Jaffe.

"Why do you think I would be any good in this picture?" he asked the director, Howard Hawks.

"It's the story of the biggest ham on earth," Hawks answered, "and you're the biggest ham I know."

Eugenie Leontovich—the logical choice for the part of Lily Garland—agreed to repeat her stage role, but backed out at the last minute. The studio considered a number of established actresses for the part, then dropped them as unavailable or unsuitable. At the urging of Hawks, the role went to a blonde-haired, blue-eyed actress from Paramount Studios: Carole Lombard.

The supporting cast included Walter Connolly (as Oliver Webb), Ralph Forbes (George Smith), Roscoe Karns (Owen O'Malley), Billie Seward (Anita Highland), Clifford Thompson (Grover Lockwood), and Edgar Kennedy (Oscar McGonigle), who went on to play the bumbling pilot in *The Silver Streak* ["Hollywood's Zephyr Ride," STREAMLINER PIONEERS, 2005]. James P. Burtis (Conductor) and Etienne Girardot (Matthew J. Clark) were the only cast members to reprise their stage roles.

As writers who moved easily between

Two photos, CLASSIC TRAINS collection

From brass-railed observation car (above, in NYC's New York electrified zone) to stately J-1 Hudson (below, at Chicago) the *Century* of the early 1930's was a heavyweight masterpiece.

the worlds of Broadway and Hollywood, Hecht and MacArthur had little difficulty adapting *Twentieth Century* to the screen, but they ran into some trouble with the censor. To comply with the strict requirements of the Production Code, the screenwriters removed all references to the Bible and toned down racy or suggestive situations. After considerable wrangling, the censor gave his stamp of approval to the scene where Oscar jabs Lily with a pin. "The business of sticking the pin into Lily is to be retained," he wrote, "with the understanding that the pin is stuck into her thigh and not her posterior."

For the film version, the screenwriters added a lengthy prologue in Oscar Jaffe's theatre, where the Svengali-like impresario transforms a lingerie model, Mildred Plotka, into the stage star Lily Garland. In their haste, the writers forgot to check a New York Central timetable before changing Lily's boarding point from Englewood to Cleveland, which was not a passenger stop for the *20th Century*.

Lights, camera, action!

Twentieth Century began filming on February 22, 1934. The following day, Howard Hawks filmed the sequence in Lily Garland's dressing room. From the outset of production, Hawks strove to bring out the *joie de vivre* of his 25-year-old leading lady, Lombard, who was intimidated by her leading man, Barrymore. In an oft-repeated story, the director told the insecure actress to kick her bombastic co-star below the belt.

"Now, we're going back in and make this scene," he told her before one take. "You kick, and you do any damn thing that comes to your mind that's natural and *quit acting*. If you don't quit, I'm going fire you this afternoon."

The ploy worked—and Lombard hit her stride in one of the finest roles of her tragically short career. In spite of his penchant for the bottle, Barrymore managed to remain sober for all but one day of filming. To his credit, the actor created his own disguise for the scene where Oscar Jaffe sneaks onto the train, and also staged the theatre sequences.

For budgetary and logistical reasons, interior scenes of *Twentieth Century* could not be filmed on actual railroad equipment. The job of recreating the interior of the train fell to art director Stephen Goosson.

"My father was an architect by profession," said his daughter, Sally Barnes. "Columbia was a small studio. He was always considered the supervising art director. It was his original idea to build

actual sets [instead of using] painted backdrops."

Working from blueprints, drawings, and photos supplied by the New York Central, Goosson and his team of set designers built a mock-up of the *Century*'s drawing rooms and observation lounge on a process stage, complete with a rear projection screen. A publicity shot of the principal cast, standing on a highly detailed replica of the observation platform [page 38], suggests the railroad loaned the fixtures and furnishings from an observation car to the studio.

After frequent delays for extra rehearsals, *Twentieth Century* wrapped on March 24, 1934, six days behind schedule. With the last shot in the can, film editor Gene Havlick worked overtime to complete the print in time for trade screenings in early April. When the picture was unreeled for the press, the critic for *Daily Variety* predicted that a show-business comedy would not appeal to general audiences. "In metropolitan houses, especially in Los Angeles and New York, it may be depended upon to gross well," he noted. "But in other sections [of the country], it is more likely to speak a strange and not very entertaining language."

Twentieth Century opened to mixed reviews on May 3, 1934, at Radio City Music Hall in New York. Again, the reviewer for *Variety* predicted that the movie would not play in Peoria. "In the [Broadway] show, the action commenced on the train and remained there but for the finale at Grand Central Terminal," he said. "In the picture, it doesn't board the train until about the third reel. The [prologue] is unsuccessful in that it fails to bring the original down to the level of average comprehension."

However, the critic for *Shadowplay* praised Lombard's performance. "When you see her, you'll forget the restrained and somewhat stilted Lombard of old," he wrote. "You'll see a star blaze out of this scene and that scene, high spots Carole never dreamed of hitting."

Sadly, Carole Lombard died in a plane crash on January 16, 1942, while on a war bond tour. Ironically, she lost her life on a coin toss with a press agent —heads by air, tails by train. John Barrymore outlived her by four months, dying of alcohol-related complications on May 29, 1942. But the *20th Century Limited* achieved immortality on stage and screen, enduring long after the train's discontinuance on December 3, 1967. In 1950, the *Century* made a comeback with Jose Ferrer and Gloria Swanson in the first Broadway revival of the Hecht-MacArthur play. In 1949, the train made its television debut in a pocket version of the original play, televised again in 1953 with Fred Clark and in 1956 with Orson Welles.

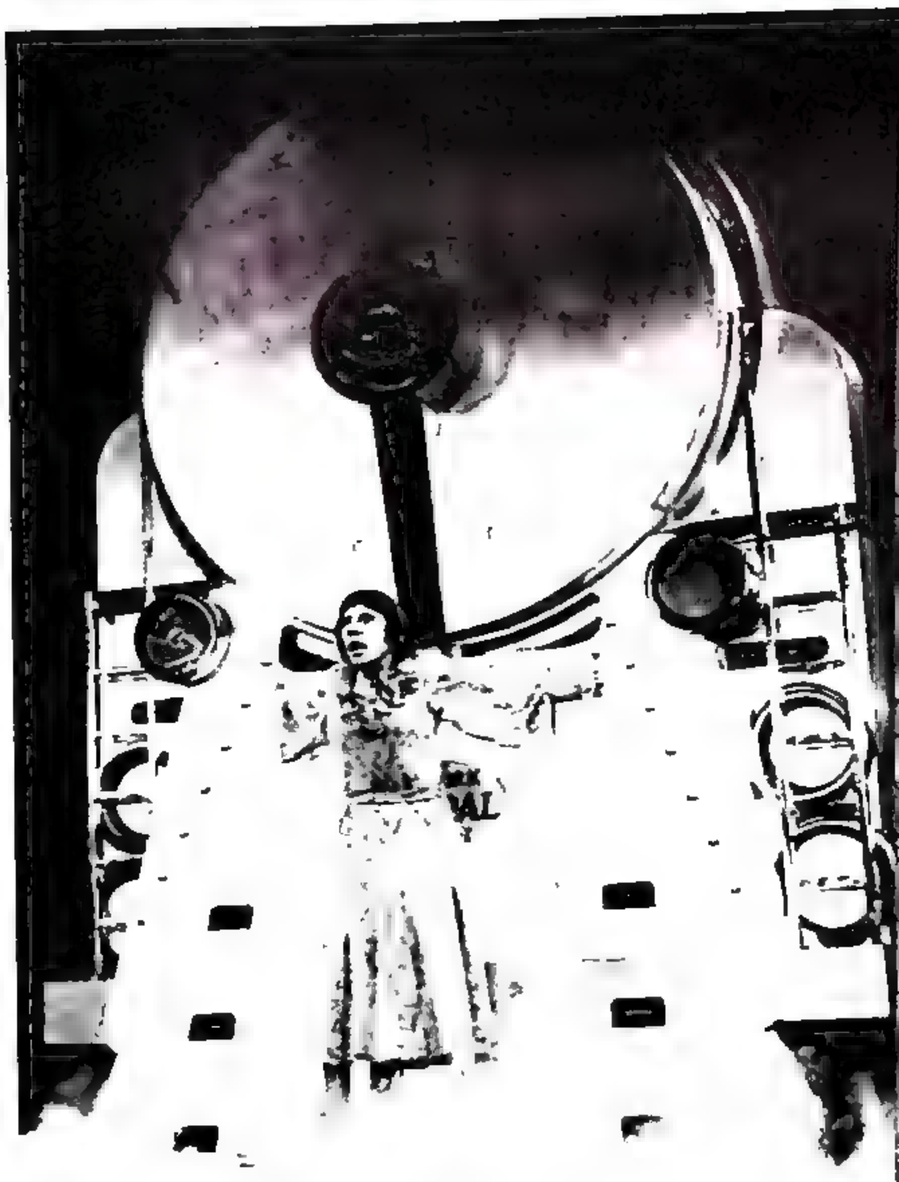
Rebirth as a streamliner

In 1978 the dowdy heavyweight of 1932 was reinvented as a glittering streamliner, circa 1938, in the Broadway musical *On the Twentieth Century*, featuring John Cullum in the role of Oscar Jaffe and Madeline Kahn as Lily Garland. Comedienne Imogene Coca co-starred as the daffy Letitia Primrose, obsessed with "dirty doings going on" aboard the train, while young Kevin Kline played conceited matinee idol Bruce Granit.

The rollicking production, directed by Hal Prince, showcased the jaunty music of Cy Coleman and the witty lyrics of Adolph Green and Betty Comden that kept the train's legend alive: "Have your pants pressed / Have your hair curled / Nothing but the best on this eighth wonder of the world!" Over-the-top musical numbers included the title song with its eight-note motif ("On The Twen-ti-eth Cen-tu-ry"), the sextet "Sign, Lily, Sign," and the show-stopper "Life Is Like a Train." Once again, the spectacular sets—including a gleaming replica of the prow of the '38 *Century*'s J-3a Hudson—were the real stars.

"Robin Wagner's remarkable silver trains clap together like a deck of playing cards, giving themselves a fast reshuffle, and then fan out like a 52-card spray held tight against a magician's palm," wrote *New York Times* critic Walter Kerr. "It's no secret that the musical's restless, glistening, undeniably spectacular scenery has been one of the reasons, maybe the only reason, for the show's success."

In 1979, Rock Hudson and Judy Kaye took over the leading roles in the critically panned Los Angeles production of *On the Twentieth Century*. To movie fans with fond memories of John Barrymore, Rock Hudson cut a fey figure as Oscar Jaffe, swirling a mauve cape and warbling his way through the vocally demanding songs. "He is about as flamboyant as Jell-O pudding," wrote *Los Angeles Times* reviewer Dan Sullivan.



Photofest

Imogene Coca, playing the daffy Letitia Primrose, is perched on a facsimile of a J-3a Hudson in 1978's *On the Twentieth Century*.

But the curmudgeonly critic gave honorable mention to the New York scenic designer, who recreated his stylized set for the West Coast production. "Robin Wagner's slick breakaway set brings back some of the glamour and excitement of the old streamliners."

In 2004, *Twentieth Century* came full circle with a Broadway revival of the Ben Hecht-Charles MacArthur play, adapted by Ken Ludwig and updated to 1938. Aptly described by critic Ben Brantley as "a poisoned valentine to the petty bigshots of showbiz," the theatrical warhorse starred Alec Baldwin as Oscar Jaffe and Anne Heche as Lily Garland. Bowing to the economic realities of modern theatre, the producers reduced the supporting cast by one-third, stranding the romantic leads in the "underpopulated corridors" of the luxury train. For all of their charisma and talent, the two stars could not upstage the great *20th Century Limited*. ■

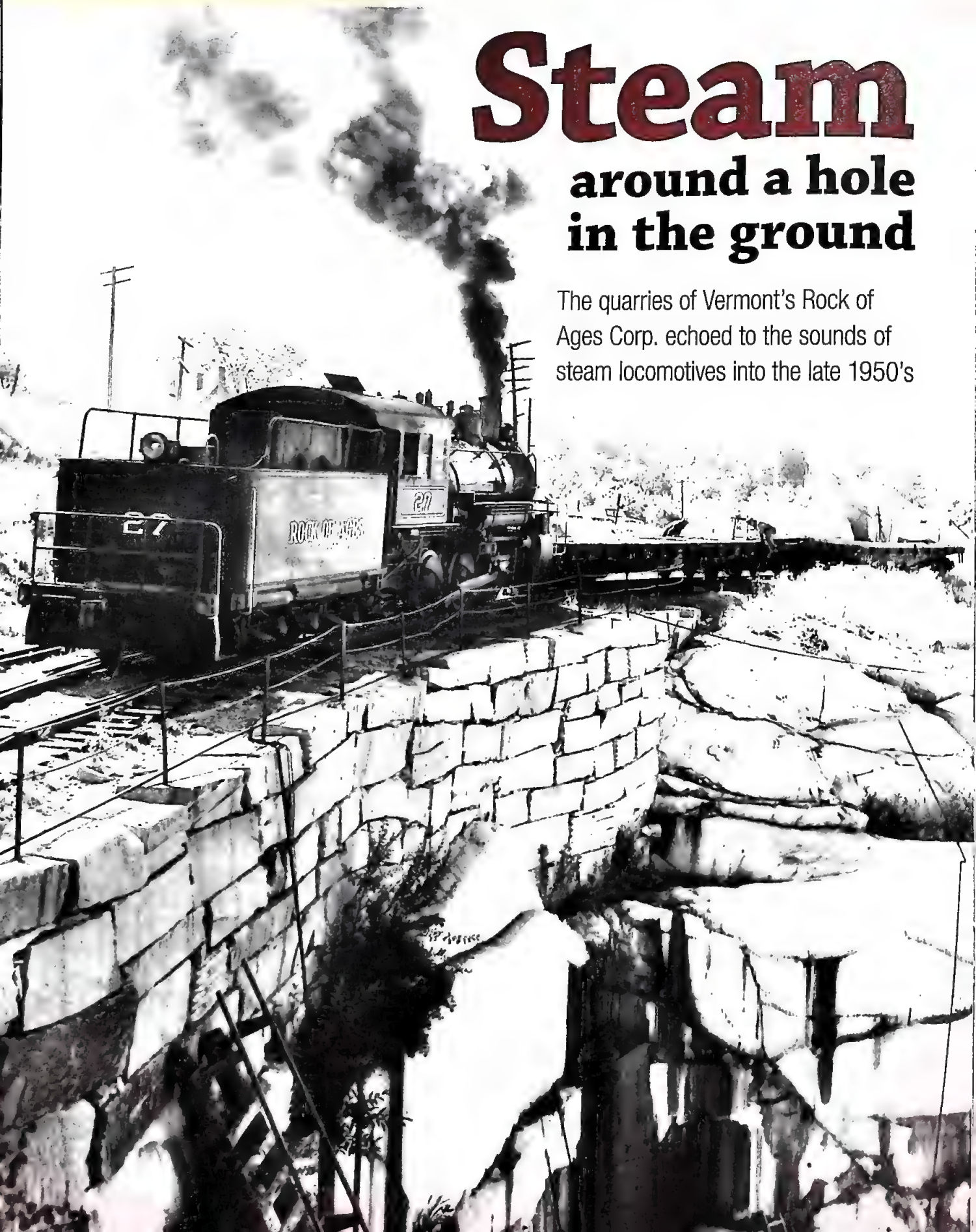
Working from blueprints supplied by the New York Central, set designers built a mock-up of the* 20th Century*'s drawing rooms and observation lounge.

Twentieth Century is available on DVD or VHS from Amazon.com and other outlets.

Next issue, author Les Hammer looks at *Broadway Limited*, a 1941 film set aboard the Pennsylvania Railroad's flagship train.

Steam around a hole in the ground

The quarries of Vermont's Rock of Ages Corp. echoed to the sounds of steam locomotives into the late 1950's



By Jim Shaughnessy
Photos by the author

The Rock of Ages Corp., a familiar name in the cemetery memorial field, was formed in 1925 with the merger of three granite-quarrying companies with pits on Millstone Hill, 5 miles southeast of Barre, Vt. The dense igneous rock found there has long been valued as a building material and for monument use. Several other companies also had quarries on this high-quality deposit.

Outbound shipment of stone from "the Hill" was greatly facilitated by the 1889 opening of a railroad up from Barre. Later part of the Barre & Chelsea, the line included a 5 percent grade and a switchback. A network of tracks quickly expanded to the various pits all over the "Quarry District," enabling raw stone to be loaded directly onto flatcars at the edge of the pits for movement down to finishing sheds around Barre. Rock of Ages had several quarry faces open in the area and used railroad cars not only to move the useable stone but also for the disposal of scrap and broken pieces to nearby waste dumps.

Giant cable-stayed derricks with solid Douglas fir masts and booms dotted the perimeter of the pits. These machines lifted equipment into the quarry when needed and raised the harvested blocks out. They loaded the flatcars with the good blocks and used large steel pan-like buckets to remove the scrap pieces and dump them into waiting cars for movement to the waste piles.

For most of its existence, the Rock of Ages' railway used secondhand tank engines from the Barre & Chelsea and other New England lines. In the late 1950's, RofA gradually retired its steamers in favor of GE 70-ton diesels leased from the B&C or its successor, Montpelier & Barre, owned by Samuel Pinsly.

By 1971, some of the older Rock of Ages pits were closed and new ones opened, but the rails were not moved to the new sites. By this time, trucks heavy enough to move large blocks of stone were on the scene and took over the job of transporting the quarried stone down the hill, plus the waste-disposal chores.

The State of Vermont purchased the tracks of the Montpelier & Barre from Montpelier Junction through Montpelier and Barre to the top of Millstone Hill in 1980. The Washington County Railroad was formed to lease the tracks and provide service. WCRR has been operated by several railroads including the New England Central (which runs the old Central Vermont through Montpelier Junction) and now by Vermont Rail System. In the 1980's, carbuilder Bombardier established a passenger-car plant on the hill above Barre.

Today the tracks are still in place on Millstone Hill, but only an occasional car goes to the quarries, and no stone is moved by rail.

Treading gently atop a granite-block retaining wall, Rock of Ages 0-6-0 No. 27 switches flatcars beside a 318-foot-deep quarry.

RofA saddletanker No. 5 reaches for an end-dump car of scrap stone at the Wetmore & Morse Co. quarry. On the ledge above the 0-6-2T are cut blocks waiting to be moved.

Again in the Wetmore & Morse quarry, Rock of Ages No. 5 hauls a car of scrap rock to a waste dump. The 1909 Baldwin was a Barre & Chelsea engine before RofA acquired her.

Hard-hatted quarrymen load a 21-ton block of granite onto a Barre & Chelsea car for its trip down to the finishing plant in Barre.

Saddletank 0-6-2T's Nos. 5 and 6 simmer through a winter night near Rock of Ages' Graniteville quarry. Both came from the Barre & Chelsea, whose steam-era locomotive roster consisted entirely of saddletankers.

In an engineer's view from 0-6-2T No. 5, sister No. 6 works in the distance. Engine 6 (Baldwin, 1912) was saved from scrapping and is a static display at Graniteville.

At the northwest corner of the Rock of Ages quarry, 0-6-0 No. 27 spots a side-dump car and a flatcar by Derrick No. 9; the flat will receive two of the cut blocks piled nearby.

Engine 27 shuffles a car of scrap rock past the Rock of Ages entrance sign. Baldwin built her in 1923 for the McKeesport Connecting Railroad near Pittsburgh; she later went to Vermont's St. Johnsbury & Lamoille County, from which RofA acquired her in '55.

No. 27's coal bunker was too high for the Rock of Ages coal chute, so crews refueled her with one of the quarry derricks. Here, the conductor directs from atop the tank with the brakeman watching, ready to help dump the coal into the bunker; the fireman is down in the pit to hook up the buckets.

Brakeshoe smoke marks the descent by a Barre & Chelsea granite train of the 5 percent grade down to Barre. When Rock of Ages stopped using steam in 1957, General Electric 70-ton diesels like No. 12 from B&C and successor Montpelier & Barre took over.

One day at . . .

St. Louis Union Station

By Mike Schafer • Photos by the author

A slide show presented by my friend Jim Boyd one Friday evening in 1965 at the Forest City Model Railroad Club in my hometown of Rockford, Ill., prompted my first trip to what would become one of my favorite big cities: St. Louis, Mo. Jim and a couple of other older club members had driven to St. Louis, and now Jim was wowing us high-schoolers with brilliant Ektachromes of a dizzying variety of trains arriving and departing Union Station, a most amazing railroad terminal to me.

As an east-west gateway, St. Louis in 1965 was still a busy hub for passenger trains arriving and departing in all directions. I already had spent considerable time photographing Chicago's astonishing array of passenger trains, but they were spread out over a half dozen terminals, so what struck me about St. Louis was that everything arrived and departed at one location. (The only other downtown St. Louis end-point rail passenger terminal was that of electric interurban Illinois Terminal, whose last cars ran in 1958.)

Moreover, it was relatively easy to see and photograph nearly all Union

GM&O's *Midnight Special*, train 5, with its usual pair of E7's up front, makes ready for its 12:25 a.m. (CDT) departure from Chicago Union Station on August 4, 1966, for its overnight journey to St. Louis. As things turned out, the Gulf, Mobile & Ohio was the only one of St. Louis's 10 passenger railroads whose trains we did not photograph during our busy day on two overhead street bridges near Union Station.

Missouri Pacific's *Texas Eagle*, train 2 and the flagship of the St. Louis-based 11,000-mile system, was the third passenger train we photographed. It was due in at 9:30 (all times expressed are Central Daylight). Behind its E7 and two passenger GP9's are 19 cars, from Fort Worth, Alexandria, La., Houston, San Antonio, and Mexico City. The 11th car back is a dome coach. We're looking at the Terminal Railroad Association's (TRRA) coach yard, which served all roads except GM&O, which had its own facility on Union Station's west perimeter. Today this yard site is traversed by St. Louis's light-rail line to the airport, which swings in from the right and heads west; the light-rail shops are beyond the Jefferson Street bridge, seen beyond the coach yard. MP and N&W each carded 12 St. Louis trains.

Norfolk & Western's *St. Louis Limited*, train 3 from Detroit, begins its back-up move into the station with a flagman "tail-hosing" in the vestibule of sleeper *Western Sunset*. Due in at 9:10 via the riverfront "High Line," the overnighter was the first train we shot.

Burlington train 8 from the Twin Cities, once named the *Zephyr Rocket*, arrives an hour or so off its 8:30 schedule as the four units off N&W 3 change station tracks to park for the day. Rock Island handled the train north of Burlington, Iowa; the roads' E units alternated trips.

Louisville & Nashville's *Georgian*, train 92 from Atlanta and Nashville, where it connected with the New Orleans-Chicago (via C&EI) *Humming Bird*, pulls in not far off its 9:55 schedule behind an FP7 and an E unit. Only recently had it lost its Atlanta-St. Louis sleeper.

Station arrivals and departures, from the 18th and 21st Street overhead bridges that flanked the depot throat's overlapping double-track wyes. With rare exception, all trains backed into Union Station, which gave you two cracks at photographing a train's arrival.

It wasn't until the following year that I had the means to go to St. Louis, but Union Station still saw 56 trains a day from 10 railroads. A buddy and fellow passenger-train fan, Bill Wagner from nearby Dixon, Ill., and I schemed to pull off a one-day trip. In summer 1966, Thursday was my only day off, and we chose August 4 for the adventure. Since there was no need for a car to photograph around Union Station, and neither of us had access to one anyway for such a long-distance trip, we planned a rail itinerary.

Armed with my brand-new Pentax H1a camera and two 36-exposure rolls of Ektachrome-X (all I could afford), on Wednesday evening, August 3, I rode a Peoria-Rockford Bus Co. motor coach from Rockford to Oregon, Ill., where I joined Bill to board the Burlington's Minneapolis-Chicago *Afternoon Zephyr* at 9:30 p.m. We arrived at Chicago Union Station at 11:20 for a comfortable connection to Gulf, Mobile & Ohio train 5, the *Midnight Special*, due out at 12:25 a.m. Both trains had expanded consists owing to a nationwide airline strike then under way—which would provide extra-interesting consists for us at St. Louis. Our *Midnight Special* had three Pullman sleepers rather than the normal one, although we two impoverished high-school seniors rode coach.

GM&O No. 5 backed in to St. Louis Union Station about 40 minutes after its scheduled 8:30 arrival; we'd been delayed at Springfield, Ill., by loading Army inductees destined for Ft. Leonard Wood, Mo. It was a beautiful sunny morning, so we made haste for the 21st Street bridge west of the station for our first targeted departures. The *Official Guide of the Railways* was our "bible," and Bill and I had used one of my *Guides* (which I still have) to list all St. Louis arrivals and departures in order.

Armed with the list, we'd plotted on which bridge we needed to be for the trains we wanted to see the most. For example, we gave high priority to the 9:55 a.m. departure of the *Oklahoman*, the Frisco's "new" day run to Oklahoma City. (When Frisco cut from two trains to one on the route in September 1965 after losing mail contracts, this name replaced the daytime *Will Rogers* and the overnight *Meteor* passed into history.) To us, the Frisco was perhaps the most exotic railroad serving St. Louis,

MP's *Missouri River Eagle*, train 17, is just a few minutes off its 9:50 departure for Kansas City behind E8 No. 34. Among its six cars is a dome coach. By this time it was the MP-T&P system's only named train besides the *Texas Eagle* and *Aztec Eagle.* Approaching in the distance is Frisco's *Oklahoman,* due out at 9:55 for the Sooner State. The 21st Street bridge, our vantage point here, now is gone.

Frisco's *Oklahoman*, train No. 1 and our "prize of the day," follows MoPac's *Missouri River Eagle* out behind two of the road's 17 E8's—2017 *Pensive* and 2010 *Count Fleet*—which along with SLSF's 6 E7's were all named for horses. The consist is swollen to 12 cars by additional express owing to the airline strike, plus four extra coaches on the rear for Army inductees. Normally the train carried several head-end cars but only two coaches, one of them a coach-buffet-lounge.

New York Central 315 arrived from Cleveland about 10 a.m. behind two E7's. It did not carry passengers west of Indianapolis; a crew rider coach splices the conventional head-end cars and Flexi-Van flats. At left, a TRRA SW1 shuffles an IC RPO and an express boxcar.

N&W's *Blue Bird* and *Wabash Cannon Ball*, trains 124 (for Chicago) and 4 (for Detroit), which ran combined to Decatur, Ill., heads out at 10:10 behind a Wabash-painted GP9/E8 duo. The *Blue Bird*'s portion of the consist, including a dome parlor car, is forward.

and this train's departure could not be photographed from the 18th Street bridge to the east. Loaded with grounded airline passengers and the inductees from Springfield and other locations, Frisco No. 1 did not disappoint. Its twin red, named E8's, 2017 *Pensive* in the lead, rolled out from the grand trainshed with a 12-car train, including some extra heavyweight cars on the rear for the "Fort Wood"-bound inductees.

Morning arrivals of note that we shot from 21st Street while waiting for the *Oklahoman* included a gigantic Missouri Pacific *Texas Eagle* and Norfolk & Western's Detroit-St. Louis overnight *St. Louis Limited*, which we called the "Wrong Way Wabash" train, whose 10 cars were trailed by blue Wabash Pullman *Western Sunset*. Our monicker for this train stemmed from the fact that it, and its counterpart *Detroit Limited* that left in the evening, were the only Wabash St. Louis trains that bypassed Delmar Station on the city's west side in favor of going via the "High Line" along the (Mississippi) riverfront. This *St. Louis Limited* had one of our day's more notable locomotive consists: an ex-Wabash freight GP7, a freight GP9 still in Nickel Plate livery, an E8 still lettered Wabash, and an original (though now blue) N&W passenger GP9. Unbeknownst to us, the two freight Geeps would haul us north later that day.

After the 10:15 departure of N&W's *City of Kansas City*, we went over to, and spent the remainder of the morning on, the 18th Street bridge for the better sun angle, then took a break during the noontime lull to check out the grandeur of Union Station itself and snag some food at the depot lunch counter. We traipsed back to 21st Street for the early afternoon hours.

Not every train we photographed hauled passengers. Both bridges, as well as a pedestrian overpass, crossed TRRA freight tracks and MoPac's 23rd Street yard, enabling photography of freight activity. We shot some MP EMD GP18's moving, but for me, the freight catch of the day was the arrival of a New York Central-MoPac run-through from Indianapolis with a quartet of NYC F7's.

The afternoon was rippling with train movements of all sorts, and at one point I shot a scene in which all five items visible were moving [page 59]! A highlight of the afternoon arrivals was the newly extended (from Cincinnati) *George Washington*, now a joint venture of affiliated Chesapeake & Ohio-Baltimore & Ohio. The *George*'s shiny and clean blue, yellow, and stainless-steel consist was a standout among its peers.

N&W's *City of Kansas City*, train 203, with an airline-strike-boosted consist of nine cars behind freight GP30 552, followed the *Blue Bird/Cannon Ball* out by five minutes. Like all but one N&W outbounds, it will first stop at Delmar Station on St. Louis's west side.

New York Central's *Southwestern*, train 312 for Cleveland (with through cars for New York), leaves at 10:45 with seven cars behind its E8A/E7B power. We have walked east from the 21st Street bridge to the 18th Street bridge for the rest of the morning.

Pennsylvania's *Penn Texas*, train 4 for New York departing at 11 a.m., has a nice E8A-E7B-E8A trio as power as it swings around and under 18th Street. We're unaware, but the two N&W Geeps in back (one in blue, one in Nickel Plate colors), will take us to Chicago later.

Illinois Central train 101, the St. Louis-Carbondale (Ill.) connection with through coaches for the daily *City of New Orleans* and every-other-day (including today) *City of Miami*, gets out on-time at 11:20 a.m. with E7 4009 and five cars passing TRRA's Tower A.

Union Station's semi-circular ticket counter was one of the attractions for us during the midday lull of trains when we took a break to look around the huge terminal and grab a bite of lunch. We also stepped across Market Street for the fountains photo (page 50).

B&O's *Metropolitan*, **train 11 from Washington, advertised as "primarily a mail train" and scheduled in at 8:25 a.m., was at least three hours late when it finally showed up with 14 cars behind E8's 1446 and 1442. That's the 21st Street bridge at the far left.**

PRR's *Spirit of St. Louis*, **train 31 due in from New York at 12:50, has three E's and 15 cars as it passes the site of today's Amtrak station in this view from the 18th Street bridge.**

NYC's *Knickerbocker*, **train 341 from Cleveland with cars from New York, toddles in about an hour after its 2:40 scheduled arrival, soon after MoPac 15 left at 3:30 (page 59).**

Counting the train we departed on, during our 8½ hours on "sentry duty" we photographed 22 passenger trains from nine railroads. Ironically, the one road whose trains we missed was GM&O. We shot only our *Midnight Special*'s front end the night before in Chicago, and we had to forsake the 9:58 a.m. St. Louis departure of the *Abraham Lincoln* so we could get the *Oklahoman*, a small price to pay to shoot a road whose passenger trains would be extinct by the end of the following year.

For excitement, the award went to Illinois Central's *Green Diamond* from Chicago, which pulled up to our vantage point, stopped to make its reverse move into the station—and promptly caught

IC's Green Diamond, train 21 from Chicago, was late when it pulled up—only to have a fire erupt in the E9's steam-generator area, setting back its station arrival as well as its 3:40 departure as 22. It was due in at 2:40, an hour after PRR's *Spirit of St. Louis* (not pictured) left.

A run-through freight off New York Central from Indianapolis, which showed up soon after NYC's *Knickerbocker* arrived, rolls through MoPac's 23rd Street freight yard south of TRRA's station-area main line. For me, its F7A's were the day's non-passenger highlight.

B&O's *George Washington*, train 1 from Washington (via Chesapeake & Ohio) and Cincinnati, backs in close to its scheduled 3:20 arrival time. Two B&O E8's are up front, but most of the rear

MP 15, a nameless train to Kansas City, had two E7's and 11 cars (an RPO and one coach on the rear), when it left on-time at 3:30. We missed the 2 p.m. departure of MP 3, a similar train to Texas, and did not see N&W 210, the *City of St. Louis*, due in at 3:55 from Los Angeles.

IC 108 from Carbondale, a connection off the *Creole*, backs in near its 3:30 due time with an E7 and seven cars, as two TRRA switchers, a set of PRR E's, and the two N&W Geeps for our *Banner Blue* all move at once! IC 108 was the last train we shot before heading for the station.

MoPac GP18's in the yard broke the "passenger monotony" as a set of six rolled west under the 21st Street bridge about 2 p.m.

PRR's *Penn Texas*, train 3 from New York due in at 3:30, backs in a tad early. During our 8½-hour visit, we missed seeing or shooting just six trains: N&W 210 and mixed 214 from Council Bluffs, plus GM&O's "*Abe*," B&O's "*George*," MP 3, and IC's *Green Diamond* departing.

fire! A good 20 minutes passed before the problem was doused and the train was allowed to back in.

Our afternoon got cut short by the fact that I had to be at work the next morning at 7, precluding a full day's stay in St. Louis that would have ended with a return ride on the *Midnight Special*. Consequently, our fast trip home began at 4 p.m. on N&W's *Banner Blue* with Santa Fe's *Chicagoan* from Dallas behind E units. An hour later we were out of Union Station on Burlington's overnight combined *Blackhawk-Main-streeter-Western Star* for the 99-minute ride back to Oregon, Ill., where we arrived shortly after midnight. At that late hour, there were no connecting buses to Rockford, so Jim Boyd—who

I would return to St. Louis many times, including a few more occasions in 1966, but that inaugural trip easily remains my most memorable. Interestingly, on August 4, 1991—25 years to the day later—I was, by coincidence, invited to the Gateway City by the Terminal Railroad Association Historical Society to present a program. Central

Maiden run as an M&StL brakeman

I was on the fireman's board in 1947,
but on one exciting night that didn't matter

By Bob Lunoe

No train crew member likes to get a "short call," but on the afternoon of July 1, 1947, I was responding to one that couldn't have been much shorter: "Get here as quick as you can." This one, however, had a twist.

I recently had hired out on the fireman's board of the 11th and 12th districts of the Minneapolis & St. Louis, working out of Monmouth, Ill., 123 miles east of Oskaloosa, Iowa, and 62 miles from Peoria, Ill., the southeast end of railroad. During my rulebook examination, the trainmaster's eye had been fixed on my service letter from the Yosemite Valley Railway, where I'd done a little braking before the war. Would I agree to a trip braking once in a while, should the need arise? "Sure," I'd said, "if it's all right with the brotherhoods."

It must have been OK with everyone, for there I was on that beautiful afternoon, dressed like a fireman but carrying my old Justrite lantern and on the way to begin my maiden trip as a brakeman on the road whose initials most everyone pronounced "M and Saint L." (Its two most common nicknames were "the Louie" or "the Saint L.")

Our train that evening would be 96's extra, which had already arrived in Monmouth. I could see her two engines slowly drifting down the roundhouse lead heading for the cinder pits, where they would be cleaned up and made ready to take over when we got back from Peoria in the morning.

Inside the yard office was the smiling agent, Ed Connor (whose crew problem I had just solved), and my conductor, a Mr. Mitchel, who somehow failed to reflect a similar level of confidence and relief. Too bad, I thought—it's me or nobody!

After signing in and reading the orders, conductor Mitchel briefed me on what he wanted done when we got to Maxwell, at the top of Kickapoo Hill, M&StL's entry into the Illinois River valley. Kickapoo Hill was more than 4 miles long and at its steepest was rated as a 2 percent grade, although I always believed it had spots steeper than that. Our train would require about 10 or 12 retainers to be set up, after which we would telephone the folks down at the Bartlett Yard office to let them know we had arrived and ask if they had any special instructions for us.

After conductor Mitchel's "words to live by," it was time to go to work, which meant getting the engines off the hot track and onto the train.

Our power that evening was a pair of 2-8-2's, the 607 with "Kink" Barr as engineer and the 626 with Harry Wells as engineer and Leon Fernald as fireman. Both engines glistened like new pennies, and as I walked past the 607, its fireman (whose name I can't remember) was running the stoker without the distribution jets working, in order to fill any unseen holes in the fire around the stoker pot. On the 626, Leon's scoop could be heard scraping on the apron as he was filling his back corners as high as he could. It was clear that on this trip, we would be in good hands.

The engines were in the wrong order, so they would have to be taken out one at a time. While walking out to the cinder pit switch to line it back so we could get by, I gave Harry a casual come-ahead sign; as a new man I had to appear "cool." Now, the 626 had an unusual pilot, in that in addition to an abbreviated flue-bar "cow-catcher," it also had full switch-engine footboards. So, as the engine approached, I simply stood just outside the rail and let it scoop me up. That was the wrong thing to do, for that engine stopped like it had hit a brick wall. I looked up and there was Harry, hanging halfway out the window. In a shrill voice you could hear over half the town, he told me that he didn't give a damn how they did things where I came from, if you're going to work with him, you did not ride on the front of his engine! Good grief, I thought, what a grouch. I knew he was

Minneapolis & St. Louis

Mikado 627, a 1921 Alco (Brooks) locomotive that author Lunoe fired for Fred Lathrop out of Monmouth to finish his memorable workday, charges toward Peoria with a hot freight, probably No. 20, in a publicity photo.

right, but where had my idyllic summer evening gone? This could be the beginning of a long, slow trip.

After backing him up in the proper manner and "making the joint," I went back to get the 607. As she rolled by, the two grinning comedians in the cab asked, "Did you meet Harry yet?" The engines were coupled together without any further ado, and after completion of the air test, I climbed up into 607's cab and waited for Kink to pump off the brakes. Then we would be off.

Monmouth, 17 miles west of Galesburg, was quite a railroad town back then, as trains departed in seven different directions, although one was the semi-abandoned old Rock Island South-

Gordon E. Lloyd

Dark green RS1 951 leads a 22-car local into the yard on Monmouth's west side on September 8, 1953. In steam days, the 235-car yard had a 10-stall roundhouse and a 100-ton coal chute.

Henry J. McCord

Bartlett Yard on Peoria's south side had this wooden "Quonset-hut" shop (pictured in July 1946) with two run-through tracks (one each for steam and diesel), offices, a lunch room, bunk room, and showers, built in 1944 after a tornado leveled the old facility. The two-story brick yard office is visible (left rear) to the east. Today, an I-474/U.S. 24 off-ramp is here.

ern. First we would cross the Chicago, Burlington & Quincy branch to Rio, then the CB&Q's double-track Chicago-Denver main line. When those two Mikes went pounding across the Q, plus all the whistle-blowing, it was clear that no eastbound M&StL train ever left Monmouth quietly.

The trip east went without incident. We took water at London Mills and coal at Middle Grove, and I set up about 10 retainers at Maxwell. Soon we arrived at the Bartlett yard office, and despite our being almost 12 hours behind schedule, a satisfactory departure for counterpart No. 95 was possible.

Not only possible, but necessary, for 95 was to have a long cut of hot cars off the Illinois Central destined for a fast trip up to Minneapolis and then on to Washington state, probably on the Great Northern. These movements were referred to as "ore trains," and while I never knew what kind of ore was in those sealed boxcars, my guess was bauxite from Jamaica. Although these cars didn't rate a "spike all switches" treatment, before the night was over, I would flag down M&StL's hottest train, "sacred cow" No. 20, to give the right of way to our humble consist. Such was the emphasis that headquarters in Minneapolis placed on a no-delay trip for these ore trains.

CLASSIC TRAINS collection

Rounding Allen's Curve at the foot of Kickapoo Hill on May 22, 1949, is green-and-orange RS1 1144 with local No. 10. At right, a CB&Q freight passes. Beyond and parallel to the CB&Q is the C&NW, one of whose 2-8-4's saluted the author's doubleheaded 95, which an RS1 was pushing.

The first hint of a problem surfaced when we pulled up to the yard office on Peoria's south side—no cars from the IC! Serious worry didn't set in until our two Mikados were ready to go and there was still no sign of the delivery.

When all hope for a satisfactory connection had just about faded away, someone came running out of the yard office and said the IC was on the way over. That was when the "old heads" got together and came up with a "Plan B."

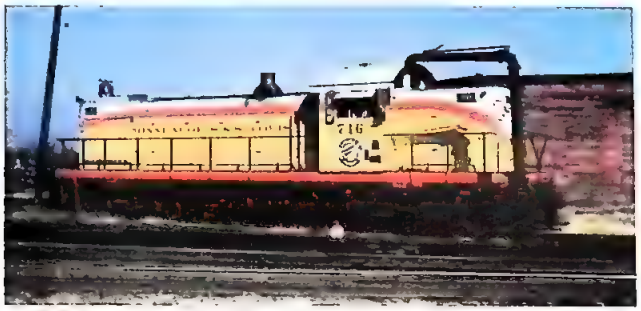
It went something like this: Both of our engines would go out and wait on the main line, and as soon as the delivery engine could get out of the way, we would back down onto the train and wait for the Alco RS1 yard engine to tie on with a "fill-out" cut of cars and our caboose. Then, after our air test, we would be off, with the diesel pushing as well. As soon as we arrived at the top of Kickapoo Hill, I was to cut off the lead engine, the 607, while we were still on the move. We would then go flying, light-engine, across the nearly straight and level track to Cramers. There I was to disembark from the engine at the depot and continue, on foot, for about a mile and flag down

Stars of the show . . . one year later

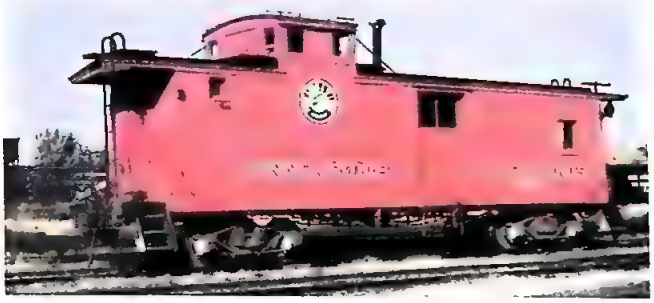
A year after his memorable night as a brakeman, in July 1948, the late Bob Lunoe photographed at Monmouth the same two 2-8-2's that were on his train, plus the local Alco RS1 switcher and a side-door caboose. It is said that the M&StL put nine different paint schemes on its 35 RS1's (the largest U.S. fleet, bought one-for-one to replace the 2-8-2's, and without multiple-unit connections) to make it obvious that the road was buying new motive power.

Mikado 607 led the doubleheader to Peoria and back.

Sister 2-8-2 626 was the trailing locomotive in both directons.



A Peoria-assigned sister to RS1 746 acted as pusher on train 95.



Local train 10 utilized a side-door caboose, perhaps this one.

No. 20. Harry would bring our train over from Maxwell with just the 626, which would be no problem.

"Look at the time we'll save," they all said. "What could possibly go wrong?" Well, I could think of a lot that could go wrong, but who would pay attention to a brand-new brakeman with only half a round trip seniority to his credit? Good or bad, that was the plan, and we would soon be sitting out on the main line waiting for the IC to show up.

We didn't have long to wait, and as soon as they got out of the way, we backed down onto the train. The slack ran in on us in practically no time—the RS1 had done its job, and an air test could be made. No. 10, the local freight, would wait for us up at Maxwell so we didn't have to worry about them. Soon we were ready, and with a couple of toots from the 607, we were off.

Now, we'd been standing around quite a while, and there was a lot of condensation in the cylinders to get rid of, but after blowing it out for about 100 feet or so, Kink and Harry kicked off their cylinder cocks and then commenced to really "bat the stacks off" those two old girls. I may be exaggerating a little—after all, I was hyped up, since a lot of this *ad hoc* plan depended on a flawless performance from me—

I could think of a lot that could go wrong, but who'd pay attention to a brand-new brakeman with only half a round trip seniority to his credit?

but I don't think I've ever heard two engines being worked any harder than those two old Mikes. The cannonading was unbelievable. Even a North Western 2-8-4 drifting light down Radnor Hill on its parallel line as we began to attack Kickapoo gave us a little whistle salute. About a half mile from the top, Kink motioned me over and suggested it might be wise to get ready to cut us off. The big show was about to begin.

My climb up and over the 607's coal pile proved to be a bit more difficult than I had anticipated. The "Saint L's" rebuilding program of the late '30's had raised the side sheets of the tenders to well above the eave line of the cabs. This didn't leave much room for anyone to squirm his way through the gap between the cab roof and the coal boards on the front of the tender. I can still feel that cab roof overhang scrubbing my skinny backbone.

My next cause for pause was the size and shape of the coal pile. An extra ton or two had been taken on in order to make it possible to highball the coal chute at Middle Grove. In the dark it looked like a mountain—well over the

Robert H. Milner

Train 20, the hottest on the "Saint L," nears Oskaloosa, Iowa, at 3:30 p.m. on May 29, 1948, behind 147, the same green F2 trio that handled the train which author Lunoe's westbound met. Oskaloosa was the only scheduled work stop on 19's and 20's Peoria-Minneapolis run.

tops of the stacks and already trimming itself by vibrating much of the extra coal over the sides. To cross this semi-fluid mass upright was out of the question. A hands-and-knees approach, and right down the middle, seemed like the best way to go . . . and it was, until I got just short of the slope sheet when first the front truck, and then the rear truck, ran over a series of diesel-wheel burns in the rails. The vibrations were unbelievable, and I wound up down on the top of the tank near the manhole cover, all covered with wet coal.

Spitting out coal, I made my way down the tank ladder. I was soon draped all over the front of the 626 trying to reach the angle cock, which on a steam engine is seldom if ever at the top end of the air hose. Finally, with both angle cocks turned, I caught Kink's eye and let him know I was ready when he was.

As we approached the Maxwell phone booth, Kink looked back again and I gave him a little highball with the lantern. To my surprise, he responded with a one-handed pin sign. Now, there was no doubt that the two engines were at the top of the hill, but the balance of the train most definitely was not! I couldn't believe he wanted me to cut us off this soon, not until he gave me a lot of slack so I could get the pin. Well, I thought, he's got the whiskers, so I immediately pulled the pin and then nodded my head rapidly up and down. Off we went like a scalded dog.

Back on the 626, things immediately changed! Its exhaust tempo decreased abruptly, and it had lost its sharp bark—it was more like an extended "woof" now. I also imagined I heard someone shouting unkind words at us. Turns out, the crew back on the RS1 thought we'd hit a truck!

My climb back to the cab over 607's coal pile started out easily enough, but after passing No. 10's side-door caboose, the combination of our speed and the rough yard trackage put that top-heavy tender into such a series of ups and downs and side-to-side gyrations that even a hands-and-knees crossing of the coal pile now seemed much too risky. So I went "on your belly like a reptile," as the old saying went. Fate was kind, and while I was getting up from where I landed on the apron, Kink asked me, "What happened back there? You look like hell."

"Wet coal, and I think we cut off too soon," was my reply.

"He would've whistled," Kink said.

When the yard-limit board went flashing by, we must have been doing over 40 miles an hour . . . and still gaining. Now, those old Mikes had only 59-inch drivers, and even at those speeds the rods and valve gear were all spinning around at a fearsome rate. One look out the window at that whirling blur convinced me that the brakeman's front seat was not a good place to be should something come flying off—better to stand over the stoker grate and brace myself on the throttle fulcrum.

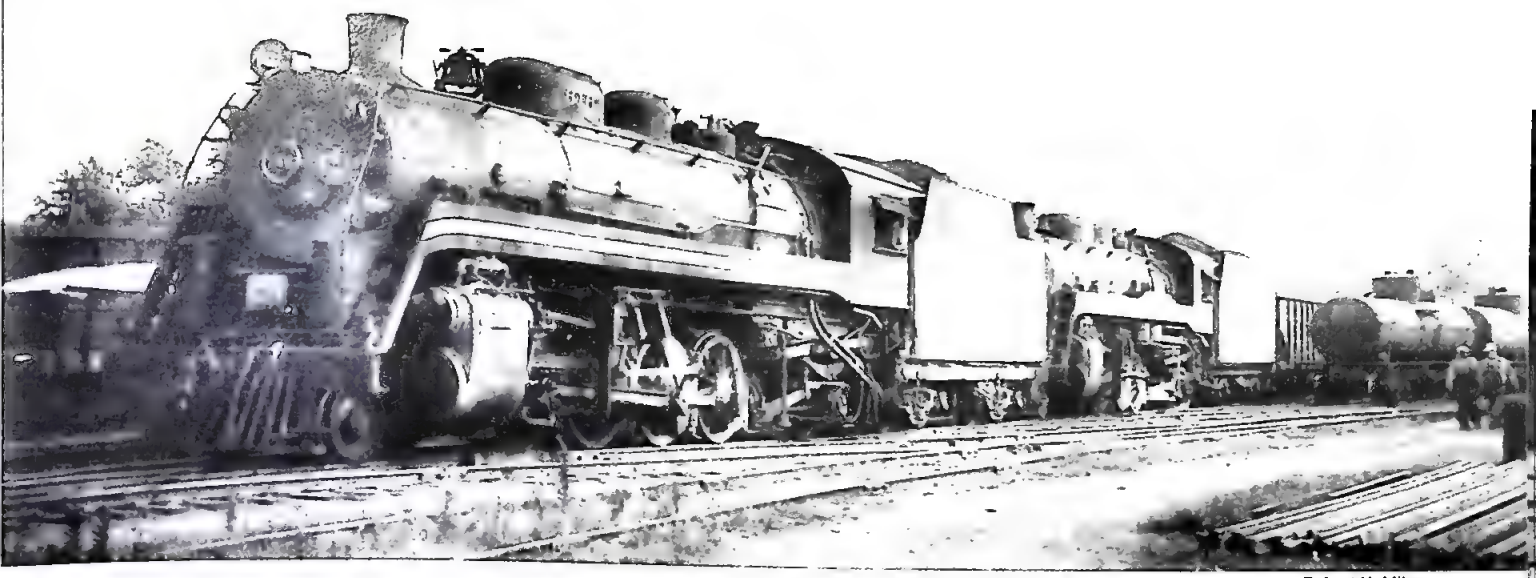
"Don't worry," reassured old Kink, "think of all the money you're making." Well, doubleheaders did mean double pay for the brakeman.

We arrived at Cramers much sooner than any of us had expected. I purposely did not look at my watch, for I didn't want the facts to influence my response if I was asked about the event later. Suffice to say, we'd arrived at Cramers, on the passing track and in good shape, so I hit the ground running with my "stop 'em stuff" for No. 20 in hand.

I didn't get very far, though, for in the dim light I stumbled on the butt ends of some grade-crossing planks and down I went—fusees, torpedoes, and my lantern, all over the roadway. As I picked everything up, my thoughts flashed back to California and old George Hanners, who always said, "Don't ever run, you'll fall and crack your head open." Lesson learned.

After that, I walked with resolve for almost a mile until I heard the distant sound of a diesel horn blowing for a grade crossing. Soon there appeared a glow in the sky followed by the brilliant beam of the headlight. It was time for me to light up as well, so I busted one of my fusees and made ready with a couple of torpedoes. I didn't want to "wash him out," just slow him down enough for me to climb aboard, so I made slow and deliberate "easy" signs, followed by several little wrist-action "come-aheads." He responded with a couple of ever-so-short toots—he had gotten my message.

No. 20's engine that night was the 147, a quite new three-unit EMD F2 (numbered, as the Saint L did in those days with its diesels, for its month and



Robert H. Milner

The tight cab-roof/coal-pile clearance that stymied the author is evident as 2-8-2's 616 and 625 leave Oskaloosa with No. 95 July 25, 1947. At least 17 of the 35 modest-size Mikes (all Alcos, 15 from Schenectady in 1915, the rest from Brooks in '16 and '21) had boosters.

year of construction or acceptance), and I swung aboard as it came by. I announced that I was "flagging for 95," trying all the while to make it sound like I'd done this many times before.

That didn't fly.

"Well, look who we got here," said the hogger, little Freddy McMahon, one of the oldest engineers on the entire railroad. The real surprise came when he told me, "That was one of the best jobs of flagging I've seen in a long time." Of course, Freddy instantly became my favorite engineer, but I told him he should check with Harry Wells before making such a sweeping statement.

Aside from being scared half out of my wits by the explosion of several torpedoes I'd placed strategically close to where I'd drop off the 147, I was feeling good about everything, and all the time we'd saved. Soon Harry arrived, and I climbed aboard the 626. In no time at all, we were on our way.

The remainder of the trip over to Monmouth was uneventful, with one exception. In town, as we clattered across the CB&Q branch to Rio, which ran behind the Saint L's roundhouse, the question arose: Where were the two engines that would take over to continue on to Oskaloosa? Still on the hot track, it turned out.

And, as before, they were short one man and as before, there was agent Conner! "Bob," he shouted to me, "I need you to go west, firing!"

Robert F. Collins

The next stop is Monmouth as just east of town, Mike 626, one of the author's doubleheader engines, rolls along parallel to the Burlington's Galesburg-Omaha main line in the late 1940's.

I complained that I did not have enough time left. But as a brakeman, he explained, I'd been released from duty while the two engines were being serviced in Peoria, and I could at least get to Brighton, Iowa. There, No. 10 would deliver another fireman, a Mr. O. F. Watkins, who would take the ore train on west to Oskaloosa, while I deadheaded behind on the train engine.

I was so tired I could hardly stay awake, and I was hungry enough to eat a skunk. What a way to wind up my maiden trip braking.

It was apparent that I couldn't get out of going, so before long, there I was, firing for Fred Lathrop on the 627 heading west to Oskaloosa. I was so tired I could hardly stay awake, and I was hungry enough to eat a skunk. What a way to wind up my maiden trip braking, I thought. What did these folks do before I showed up?

There were a lot of fine people on the M&StL, and Kink and Harry were among the best. Old Kink was the "instant friendly" type, and, while Harry took a little more time to cultivate, I later fired for him on many occasions and always regarded him as a friend. Why else would he have given me his prized photo of Chesapeake & Ohio 2-8-8-2 No. 1550, the locomotive he ran from Peoria to Monmouth when it was being delivered to the Union Pacific during the war?

Even though the M&StL considered 2-6-6-4's before the War Production Board assigned it FT diesels instead, let no one say articulateds never operated on the Minneapolis & St. Louis! ■

BIRD'S-EYE VIEW

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30 seconds over Chicago

Crossing Canal Street

This photograph and the one on the following pages were made moments apart for the Chicago & North Western Railway in the early 1960's, presumably to document the appearance of the C&NW's Chicago Passenger Terminal, a.k.a. North Western Station. Any aerial views of the nation's Railroad Capital are bound to contain a wealth of information, and these are no exception. In the center of this southeastward-looking scene is North Western Station (opened in 1911), with its elevated, six-track approach curving up from the bottom of the page. Beyond are the head buildings and platform sheds of Chicago Union Station (1925), the city's main post office (1921, expanded 1932, vacated 1997), and the Roosevelt Road viaduct, spanning the yards and approach tracks of Union, Grand Central, La Salle Street, and Dearborn stations before ending just short of Central Station near the lakefront. The one train visible, on the Milwaukee Road/Pennsylvania Railroad "North Joint Approach" tracks along the bottom of the photo, its two E units just crossing Canal Street, is a Union Pacific Streamliner, most likely the combined *City of Denver* and *City of Portland*, due into Union Station at 10:15 a.m. in this era. UP's Chicago passenger trains operated on the C&NW east of Council Bluffs, Iowa, until October 1955, when they switched to the MILW.

Photo: Chicago & North Western. Research: Robert S. McGonigal and Ed DeRoulh. Text: Robert S. McGonigal.

1 Lake Michigan
2 Chicago Board of Trade building
3 Civic Opera House (dubbed "Insull's Armchair" for its builder, Samuel Insull, and its shape)
4 Roosevelt Road viaduct
5 Pennsylvania Railroad and Burlington Route yards
6 Post Office
7 Chicago Union Station concourse and trainsheds
8 CUS main waiting room and office building
9 North Western Station trainsheds and head house
10 Chicago River (left toward Lake Michigan), convergance of South and North branches
11 Lake Street bridge (two levels: street and elevated rapid-transit line west to Oak Park)
12 CUS Lake Street tower
13 Canal Street
14 C&NW Lake Street tower
15 Former PRR Clinton Street freight house
16 Clinton Street
17 Milwaukee Avenue
18 UP/MILW *City of Denver* and *City of Portland*

BIRD'S-EYE VIEW

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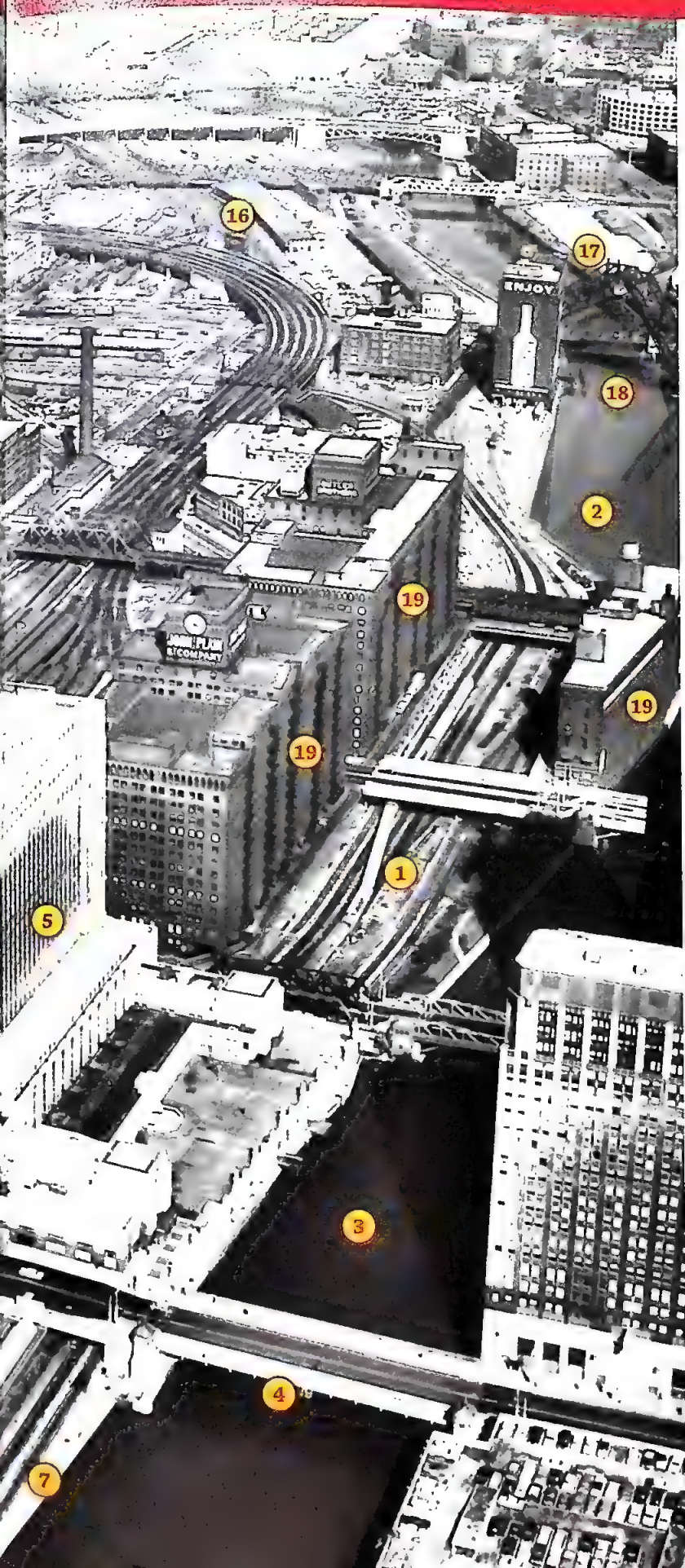


Photo: Chicago & North Western. Research: Robert S. McGonigal and Ed DeRouin. Text: Robert S. McGonigal.

Entering Union Station

Now pointed northwest, the camera finds the *City* Streamliner nearly into Union Station, the train's locomotives and first few cars hidden beneath the *Chicago Daily News* building. This angle affords a fine view of North Western Station, designed by Chicago architects Frost and Granger. The last fully intact Chicago rail terminal, its head house was razed in 1984 and replaced by an office building, the base of which houses the Ogilvie Transportation Center for Union Pacific's Metra commuter trains. Likewise, the Union Station north-side trainsheds (used by Milwaukee Road trains; CUS's south side was for Pennsylvania, Burlington Route, and Alton/GM&O trains) and concourse building (previous pages) gave way to high-rise office buildings beginning in 1963. Just visible at the upper right is the bascule bridge (in raised position) of C&NW's freight spur east to Navy Pier on Lake Michigan. This portion was built by the Chicago & Galena Union, the city's first railroad, in the 1850's as an extension of its original line to the west; it carried thousands of carloads of newsprint to the *Sun-Times* and *Tribune* printing plants before it was abandoned in the 1990's. Curving through the upper left of the photo is the Northwest Expressway, opened in 1960, and renamed for the late President Kennedy in 1963.

1. UP/MILW *City of Denver* and *City of Portland*
2. North Branch, Chicago River
3. South Branch, Chicago River
4. Madison Street bridge
5. *Chicago Daily News* building
6. Chicago Union Station north-side trainsheds
7. Two CUS freight bypass tracks
8. Canal Street
9. North Western Station trainsheds and head building
10. Northwest Expressway
11. CUS North Joint Approach (MILW to Western Avenue, Savanna, Ill., and Milwaukee, Wis.; PRR to Western Avenue and south)
12. C&NW to Western Avenue and Clinton, Iowa
13. North Western Express Terminal (NWXT)
14. C&NW to Clybourn, Janesville, Wis., and Milwaukee
15. C&NW bilevel commuter train
16. C&NW Clinton Street tower
17. Drawbridge for MILW Kingsbury Street line
18. Open drawbridge for C&NW spur to Navy Pier
19. Butler Brothers buildings (northwesterly one later housed C&NW headquarters)

Photo Section

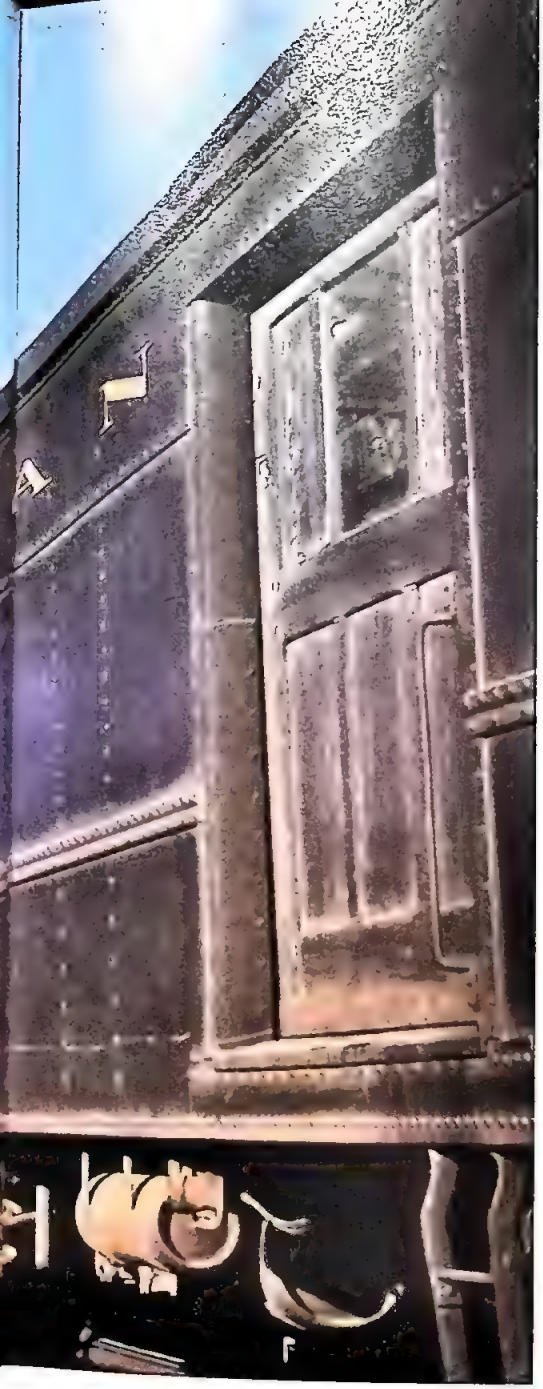
Left, Philip R. Hastings; above, Matthew J. Herson Jr., Dan Pope collection

TWO DECADES APART AT WHITE RIVER JUNCTION, VT.: In July 1946, an old ball signal (left) still guards the Boston & Maine diamonds at the northeast corner of the depot where the B&M-Central Vermont route to Boston crosses the same carriers' Connecticut River line. B&M 4-6-2 No. 3623 is leaving for Concord, N.H., with train 3008, a Sunday-evenings-only local, while in the background a freight off the Canadian Pacific connection at Wells River, Vt., from Newport Vt., and points north waits to proceed. On July 17, 1965, in a photo taken from a few hundred feet south of the steam shot, also looking generally north (above), the southbound Montreal-New York *Ambassador* has just exchanged its CV power (probably a GP9) for two dirty B&M F7's during its station stop. Cars visible include an RPO-baggage of CV parent Canadian National and New Haven coaches, representing the other carriers of the day train that ran via St. Albans, Vt., and Springfield, Mass., opposite the more famous overnight *Washingtonian* and *Montrealer*. All came off in 1966, a year after CV's local, nocturnal *Vermonter* did.

VEST-POCKET PACIFIC-POWERED locals—both numbered 3 and powered by 200-series 4-6-2's—that many would consider a model-railroader's dream plied two coal roads into the mid-1950's. At a water tank "somewhere east of Victoria, Va.," circa 1954, Virginian's Norfolk-Roanoke train stops for engine 215, last of the road's six PA-class 1920 Richmond-built 4-6-2's, to slake its thirst. A similar RPO-baggage/coach consist of Western Maryland's morning Baltimore-Hagerstown local is in evidence as 209, last of nine WM K-2 class 1912 Baldwins, rolls westward at Old Town, Md., in June 1952.

Robert H. Milner

Photo Section



C. R. Huff

Two photos: Homer Newlon, Jack Polartiz collection

LANDLORD AND TENANT were in view every day on Pittsburgh & Lake Erie's heavy-duty main line west of the Steel City, as exemplified on July 12, 1953, at Stoops Ferry, Pa. Rolling west are two GP7's wearing the "Little Giant's" version of parent New York Central lightning-stripes, on olive green rather than black, and an A-B duo of F7's of Baltimore & Ohio, taking the trackage-rights short-cut between Pittsburgh and New Castle, Pa., in favor of B&O's original twisting route to the north.

Photo Section

Two photos, Joseph H. Hunter

ON THE CUSP of abandonment, all appears normal inside two Milwaukee (Wis.) passenger stations in 1963. The Chicago & North Western's lakefront terminal will serve until May 1966, when the trains moved west a mile to a new Milwaukee Road structure, but on July 18 there is scant evidence that the fabled Chicago-Twin Cities *400*, whose sign hangs over the door to the platform, will make its final run five days later. Also a mile to the west, at the corner of 6th and Michigan streets, the activity in the downtown terminal of the Chicago North Shore & Milwaukee electric interurban on January 19 (above) belies the fact that the last North Shore Line train—there were 19 carded southbound every day—will leave for the Windy City in only two days, on January 21, 1963.

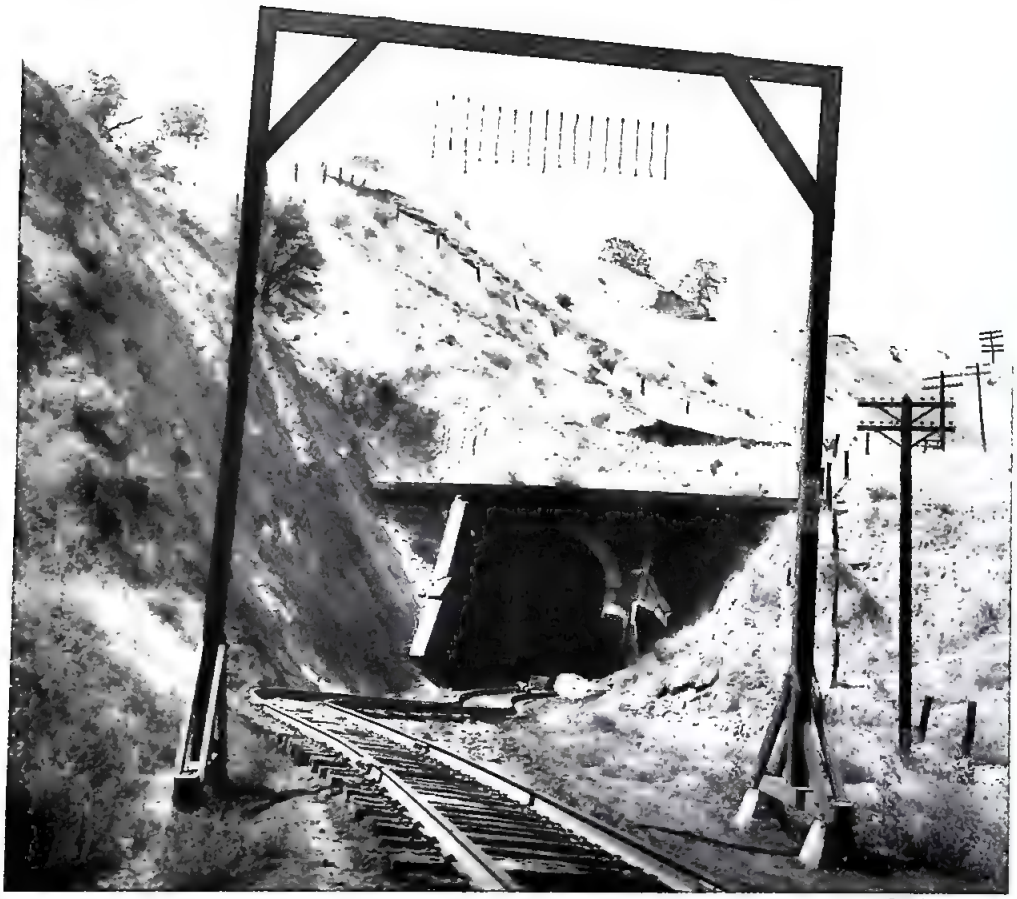
Robert H. Milner

BURLINGTON O-5 4-8-4 5606 has a roll on a westbound freight in September 1954 at Altona, Ill., the third town east of Galesburg on the main line from Chicago. It's likely the empty hopper cars will head south from the big CB&Q yard at Galesburg for downstate coalfields, on or close to the line that penetrated central and southern Illinois all the way to Paducah, Ky.

UNION PACIFIC "gallery" or "veranda"style GE turbine 62, one of 15 built in 1954 with the catwalks, gets under way from Laramie, Wyo., in September 1957. As for smoke in the distance, is it from a sister turbine, or from a mainline steam locomotive still in operation on the UP?

George Speir

1952: A year of calamaties and construction



Southern Pacific

SP CALAMATIES: After bogging down in snow on Donner Pass January 13, Southern Pacific's westbound *City of San Francisco* is stranded for three days, with 226 passengers plus crew, before rescuers reach the train —from U.S. 40! There are no serious injuries on board. . . . A massive earthquake July 21 wallops SP's main line between Bealville and Rowen, Calif., on the west side of Tehachapi Pass (above), closing the line for 25 days.

DIESELIZATION MARCHES ON: Fairbanks-Morse announces its 2,400 h.p. Train Master, the first ones due in April 1953. EMD debuts the SD7 on Milwaukee and Chesapeake & Ohio. Norfolk & Western tests a four-unit EMD F7 freight diesel for 18 days. Canada's Algoma Central & Hudson Bay receives its 17th GMD diesel, GP7 165, the 200th unit built at London, Ont. Pennsy divides a big 199-unit order among EMD (179), Alco (54), Baldwin (53), and FM (13). Erie takes a "last big bite toward total dieselization," ordering 42 units, which will leave only Jersey City commuter runs, already 60 percent diesel, still in steam. New Haven steam makes last official run April 27, as Pacifics 1388 and 1372 pull a two-section fan trip; Texas & Pacific does likewise Februbary 20 when 4-6-0 388 arrives Alexandria, La. Frisco becomes the largest Class 1 to drop steam when 2-8-2 4018 ties up at Birmingham March 5. American railroads burn 41 percent of all diesel fuel refined.

Ernie Plant

CONSTRUCTION ON THE ROAD . . .: The northern expansion of Canada's Pacific Great Eastern reaches Prince George, B.C. (left), on November 1. . . . Union Pacific plans a $17 million, 42-mile new Sherman Hill (Wyo.) line from Cheyenne to Dale Creek, 6 miles longer but with 150-foot-high fills, cutting the steepest grade from 1.82 percent on the original line to the 8,013-foot summit to 0.82 percent. . . . Burlington Route on October 28 opens its Kansas City shortcut from Brookfield, Mo., involving 49 miles of new construction and saving 22 miles and 6 hours for Chicago freights.

. . . AND IN YARDS: Southern opens $9.2 million Ernest Norris Yard, "largest yard in the South," at Irondale, Ala., near Birmingham. . . . Pennsylvania announces $34 million modernization of Conway Yard 22 miles west of Pittsburgh.

BEYOND DIESELS: General Electric builds 10 single-cab 4,500 h.p. Bunker C oil-burning gas-turbine locomotives for Union Pacific, which then orders 15 more. Meantime, a 4,000 h.p. Westinghouse-Baldwin gas-turbine tests on PRR, Katy, and elsewhere. . . . Niagara Junction, a 38-mile New York switching line, replaces older electrics with 7 new 92-ton GE steeple-cabs, and B&O shuts down its 1895 Baltimore tunnel electrification, the first such mainline installation.

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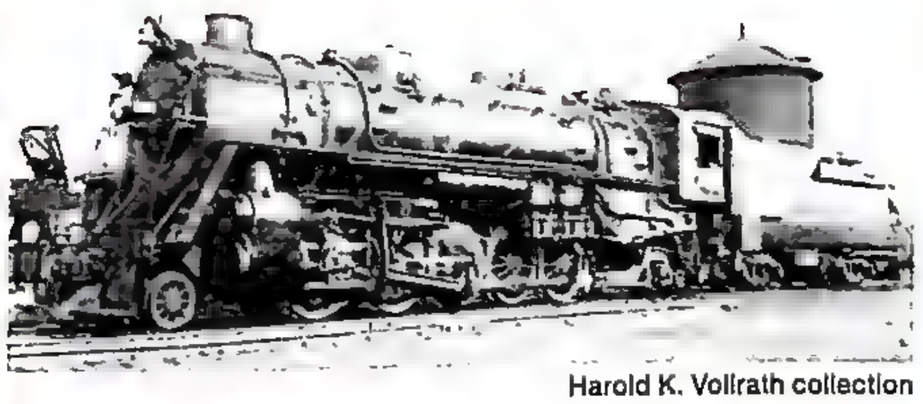
GLASS TOPS: Milwaukee Road receives 10 Pullman-Standard full-length glass-topped lounge cars it christens "Super Domes," for its *Olympian* and *Twin Cities Hiawathas*, and Missouri Pacific gets five P-S dome coaches for the *Texas Eagle*, the first dome cars in the Lone Star State.

J. David Ingles

PASSENGER UPGRADES AND MILESTONES: Great Northern modernizes its Twin Cities-Twin Ports *Gopher* and *Badger* with refurbished coaches and parlor cars (left). . . . On March 17, Pennsylvania Railroad introduces two Budd Washington-Boston *Senators* and two Washington-New York *Congressionals*. On June 15, PRR's *Broadway Limited* and New York Central's *20th Century Limited* observe golden anniversaries. Pennsy also abandons Broad Street Station, Philadelphia, for the two-decades-old Suburban Station and 30th Street Station, all part of downtown improvements. . . . Long Island Transit Authority tells New York Gov. Dewey that PRR's offer to reorganize the bankrupt commuter railroad is unacceptable and suggests that the state must buy it.

SELF-PROPELLED: Boston & Maine buys two Budd RDC1's and one RDC3, beginning a fleet that would become the largest, at 109, over seven years. First assignments: Boston-White River Jct., Vt., and Boston-Troy, N.Y. . . . New Haven begins in April with 8 RDC's, then orders 6 more, then 27, the largest order to date. . . . Southern Pacific balks at a California Public Utilities Commission order to put RDC's on Oakland-Sacramento run ["True Color," Winter 2005].

THREE-FOOT-GAUGE NARROWS: Rio Grande asks to abandon its Marshall Pass line between Poncha Jct., Colo., near Salida, and Sapinero, west of Gunnison, plus two branch lines. The main stem had the highest U.S. rail crossing of the Continental Divide, at over 11,000 feet elevation.



Harold K. Vollrath collection

SECONDHAND ROSES: Coal-hauler Chicago & Illinois Midland buys six Atlantic Coast Line 2-10-2's; No. 757 (above) is one whose Vanderbilt tender C&IM replaced. . . . Minnesota iron-ore road Missabe buys 18 Bessemer & Lake Erie 2-10-4's.

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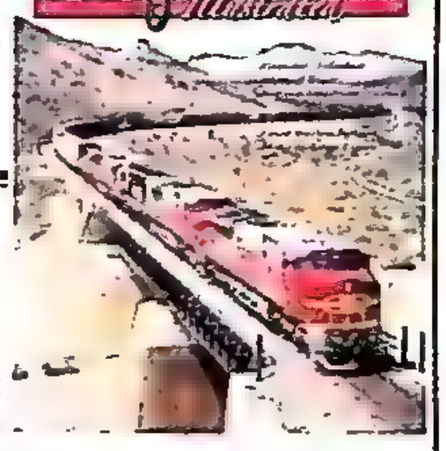

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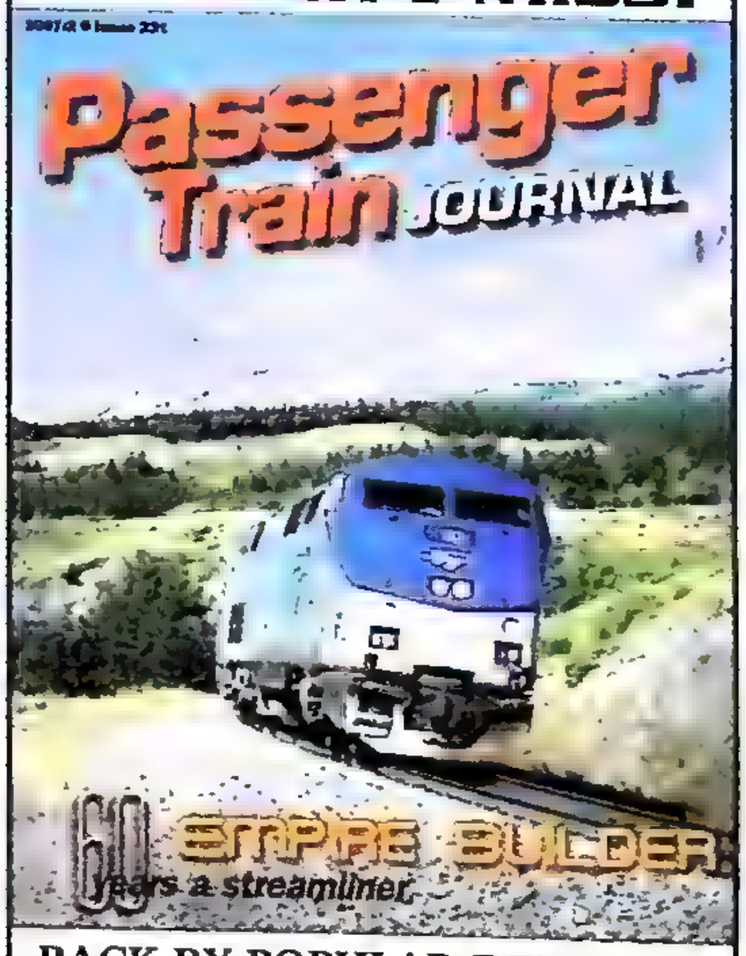

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Mixed train through the muskeg

A 1972 ride up the Northern Alberta Railways to Fort McMurray and back was a four-day delight

At 5 o'clock every Sunday and Wednesday evening, mixed train No. 75 would trundle slowly out of Dunvegan Yards (Edmonton), headquarters and southern terminus of the Northern Alberta Railways, on the first leg of a four-day, 600-mile odyssey. At least, it was supposed to. The time I rode it, we were half an hour late before we even left the station.

But no other trains were scheduled until the NAR's daily freight to Grande Prairie departed the next morning. And with only a single passenger aboard that summer evening 35 years ago, the railway was not in danger of losing business just because of a late start.

The train's immediate destination was Lac La Biche, which lay 125 miles and six hours to the north. After tying up overnight at Lac La Biche, the mixed traveled the remaining 175 miles to Fort McMurray on the second day. The following morning it turned around and headed back south, stopping once again overnight at Lac La Biche. By the afternoon of the fourth day it was back at Dunvegan Yards.

Day 1: 56 cars, 1 passenger

On Sunday, June 25, 1972, train 75 departed Edmonton with 56 cars, half of which were tank cars carrying gasoline and fuel oil up to the end of the line. Also in the consist were empty Canadian Pacific boxcars destined for the grain elevators at Thorhild and a flat loaded with farm equipment bound for Boyle. On the point were two of NAR's seven GMD1's, Nos. 302 and 304. They wore the line's classy gray, yellow, and blue livery, with the NAR diamond logo prominently displayed on the front of the short hood beneath the angled number boards. Solid, almost bricklike in shape, the 1,200-h.p. units had been designed especially for service on the light rail of Canada's prairie branch lines and rode on A1A trucks.

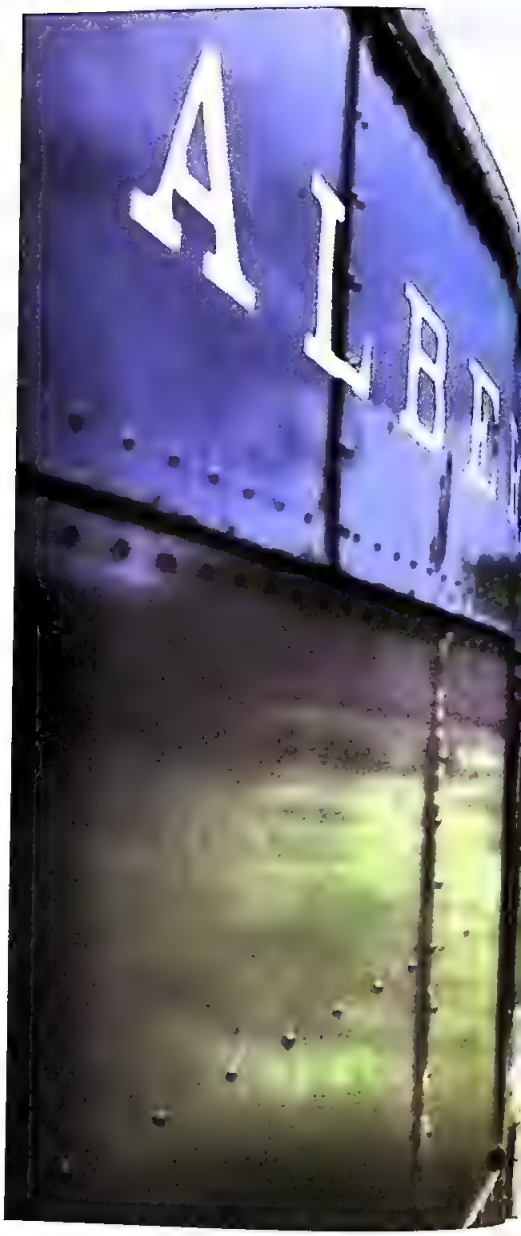
Bringing up the rear was coach-caboose No. 307. This venerable piece of equipment served two distinct functions. The car's forward section provided the conductor and brakeman with office space, a well-equipped kitchen, and bunks (complete with mosquito netting), while the rear offered decidedly no-frills accommodations for passengers. The most prominent feature of the passenger section was a large oil-burning stove. Across the aisle was a small basin, which was served by a water tank suspended from the ceiling. Instead of electric lights, kerosene lanterns—unnecessary at this time of the year, when the sun stays up so late—hung from brackets along the walls.

Because there was a bus that traveled to Lac La Biche in half the time it took the train, few people had reason to ride over this part of the NAR. As the sole passenger on this trip, I had my choice of seats. I quickly discovered they were all the same—hard and uncomfortable. But I didn't have to put up with them for long, for as the train approached Carbondale, where the branch to Fort McMurray left the main line, the conductor came back to collect my ticket. When he heard that I'd be aboard for the entire round-trip, he invited me to join him and the brakeman up in the crew's section. Delighted—as well as greatly relieved—I grabbed my gear, followed him forward, and soon was settled comfortably in a padded seat beside the bay window.

We paused at Egremont to set out some empty flats, and then at Thorhild to spot the CPR boxcars. After that, we didn't stop again for more than an hour. The conductor, whose name was Carl Whiteman, used the time to prepare supper, which he kindly invited me to share. When we were finished, I helped with the cleaning up. Standing at the sink, swaying with the rhythm of the moving train, I was serenaded by the soothing *clickety-clack, clickety-clack* coming up through the open drain.

Day 2: New number, new personality

The next morning the train assumed a new number (77)—and also a new personality. North of Lac La Biche, the NAR served a number of tiny communities, some of which were 30 or 40 miles from the nearest paved road. The biweekly mixed train thus provided an indispensable service to the people of this isolated region. Indeed, there were so many passengers that day that a second coach-caboose was added. There was LCL freight as well, and the baggage car that rode ahead of car 307 was loaded with boxes of groceries and numerous packets of mail. There was also a washing machine, a television set, a plastic swimming pool, bags of horse feed, and canisters of propane gas.



Once again we were late getting under way, but by now I was beginning to realize that the timetable served more as guideline than gospel. Since there were no other trains anywhere else on the line, the carefully calibrated entries on the schedule (Tweedie, 9:51; Pitlochrie, 10:16) lost their some of their urgency.

James B. Armstrong

Near Conklin, Alta., NAR mixed train 77 ambles toward Fort McMurray on June 26, 1972, Day 2 of author Armstrong's four-day adventure.

By midmorning the train's leisurely pace had carried us beyond farming country and into the muskeg, a seemingly endless wilderness of spruce, tamarack, and jack pine that was relieved only occasionally by some small settlement. Perhaps a steady diet of this kind of travel gets tedious, but the hours I spent that day and the next sitting at one of the bay windows of car 307 or standing by the open door of the baggage car watching vast stretches of wilderness roll by under an ever-changing sky had a mesmerizing, magical quality to them.

I learned from Carl Whiteman, a 43-year veteran of the NAR, that back in the days of steam the trip between Lac La Biche and Fort McMurray (or, more accurately, Waterways, the actual northern terminus of the subdivision, a few miles shy of the town of Fort McMurray) could take longer and be more of an adventure. Carl told me how the weight of the train traveling over the spongy, porous muskeg sometimes created an interesting phenomenon. A crew member standing atop one of the cars could look forward and see shiny rails stretching out ahead of the locomotive (generally one of the NAR's 10 2-10-0 Decapods). To the rear, however, there would be nothing, nothing at

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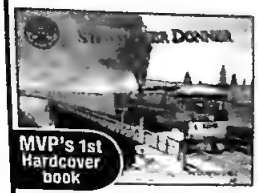

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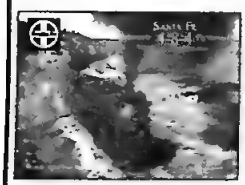

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Golden Colorado

Two photos, James B. Armstrong

At Lac La Biche (top), the overnight stop for the mixed, the train is readied to continue up to Fort McMurray, where the twin GMD1's stood with the southbound mixed the next morning.

all—no rails, no ties, no roadbed. Fortunately, by the time the train returned that way the tracks had resurfaced.

Late in the afternoon we eased to a halt just north of Anzac to check for hotboxes, since much of the final 20 miles to Waterways was down a 2.5 percent grade. By this time, almost 24 hours into the trip, I was being treated like a bona fide member of the crew, and as Carl climbed back aboard, he called out to me to notify the head end that all was well. I was happy to comply. "Highball, the man says," I announced over the Motorola. "Highball, it is," came the reply.

As soon as we reached the end of the line, the train was broken apart and the tank cars spotted so that the fuel oil and the gasoline could be transferred to barges for shipment on the Athabasca River up to the Northwest Territories. After the switching was done, I joined the crew for dinner, then headed into the surprisingly bustling town of Fort McMurray, where I searched unsuccessfully for a motel room. I returned to Waterways resigned to spending another night stretched out across the seats in the passenger end of car 307. Instead, I was invited by the crew to sleep in the NAR bunkhouse, an offer I gladly accepted.

Day 3: Delay at Anzac

Tuesday's southbound train (No. 78) was made up of 34 cars, primarily empty tankers. Also in the consist were three boxcars of lumber and three flatcars carrying large Caterpillar earthmovers that were bound, ultimately, for Calgary. Aboard the coach-cabooses that morning was a group of local schoolchildren, who rode with us as far as Anzac. After they disembarked, we were delayed unexpectedly.

"Highball," called Carl.

Silence.

"Highball," he called again.

This time he got an answer. "In a moment, Carl," replied Bob Coffin, the engineer. "Metro [the brakeman] is out picking blueberries."

The trip south was much like our leisurely journey of the day before, with an occasional stop along the way to pick up or drop off people or supplies. Our arrival in Lac La Biche was almost two hours off the timecard, but the delay only made us appreciate Carl's culinary efforts that evening all the more.

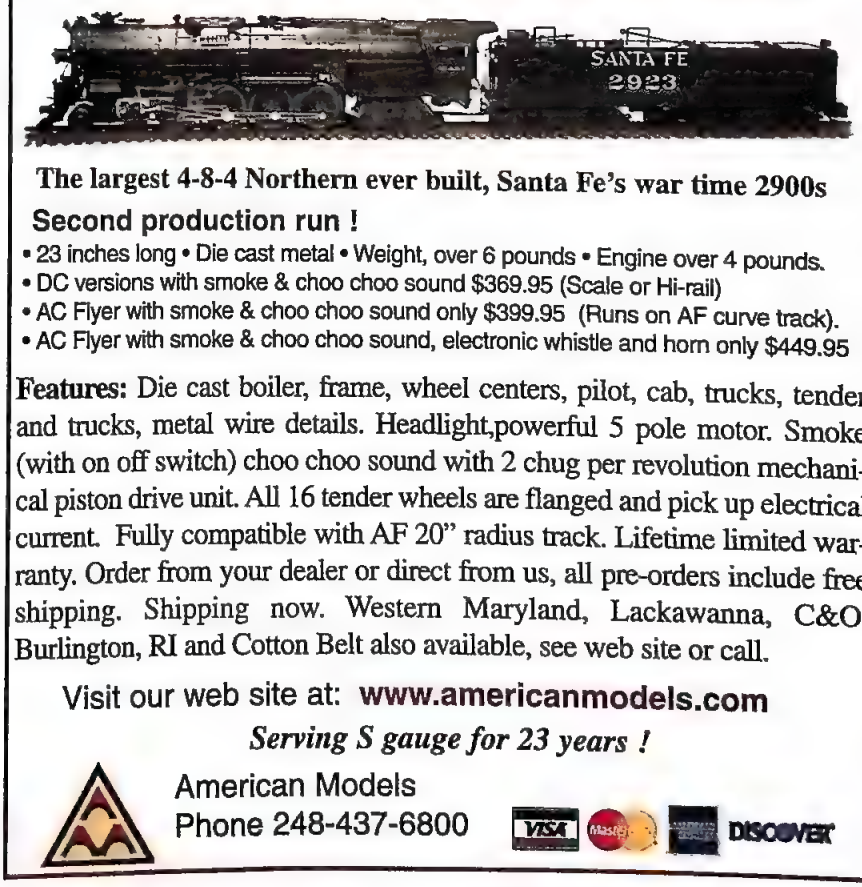
Day 4: Back in civilization

The fourth and final day of the trip began early, although that far north the sun is well up in the sky even at 5 a.m. One of the NAR's roadmasters was aboard that morning, riding in the lead unit, and so there was little in the way of casual conversation over the Motorola. As if to make up for the silence, the whistle, which we had rarely heard during the previous two days, was used more often now that we were back in a populated area.

What with the oversize earthmoving equipment and the line's 85-lb. rail, our speed was kept in check as we made our way south. We paused at Boyle to retrieve the now-empty flatcar we'd set out on the way north, and at Egremont we stopped to pick up the flats that we'd left. They had been loaded with rock and would now be taken to Watino, a town in western Alberta on the NAR main line that was the site of a recent washout. Once again I was the only passenger aboard. I felt like a seasoned railroader as I sat at my favorite perch beside the bay window, occasionally giving a casual, flick-of-the-wrist greeting to the cars that rushed past us on highway 28.

It was 1 o'clock when we reached the junction at Carbondale. Slowing to a crawl, the train clattered across the switch points and rejoined the main line. Fourteen miles and 45 minutes later we were back at Dunvegan Yards, our grand round-trip completed. We were an hour and a half late, but I had no reason to complain.

—James B. Armstrong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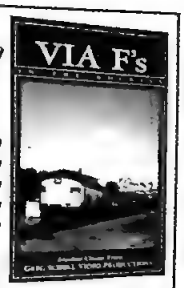

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Dave Augsburger's name is well-known as a tireless photographer of the Anthracite Roads. His coverage of the Lehigh and New England has been converted to book form in Douglas Lilly's "The Lehigh and New England: A Color Retrospect". But the photography does not stop here. Dave also photographed the Canadian roads, Jersey Central, Pennsylvania and other railroads as well. It is a well-rounded collection and it is available in duplicate slide form. This could well be the only opportunity to purchase slides from this outstanding collection.
I am also offering sets from the Tom Biery Collection. Tom, from the Cumberland, Maryland area, has had many pictures published in books and magazines. His coverage of the Baltimore and Ohio and Western Maryland nicely compliment sets issued from the Bill Price collection a few years ago. Other railroads are also available from this great collection.
John Dziobko Jr. has also recently had a book published about his legendary slide coverage of the Pennsylvania Railroad. John started shooting slides in 1952; a prolific photographer, he has slides of most railroads. Admittedly, Pennsy is his favorite, but as an example he has a New York Central set currently available with four shots of their "Xplorer" futuristic train in it. John has some great stuff, none of which has ever been offered in duplicate slide form.
To complete the foursome of suppliers, I am offering eight sets each list from the collection of the legendary historian-photographer-collector-author George Krambles. Mr. Krambles was not only a historian - he served as Chairman of the Board of the Chicago Transit Authority for many years. While many of the sets are electric or streetcar, there are other roads covered as well - a current example is New York Central Steam. Also, some of the streetcar sets go back to the late 1930's.
All four of these collections are excellent, and sets from them are available as you read this. I offer a mailing list, new every two months; each contains 800 plus slides. Each slide in each set is detailed, and there are two complete lists available at any given time. As far as price, a twenty slide set costs $23.00, postpaid in the United States and Canada.
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A hard way to make a living

An IC man recalls that working on steam was not all milk and honey

Some years ago, after a reunion of my old 10th Engineer Battalion at Springfield, Ill., I boarded Amtrak's *Statehouse* for Chicago. I'd never ridden the former Chicago & Alton before, but I was eager to see if I could locate a certain point some 60 miles to the north. There, just a little outside Bloomington, I hoped to find the remnants of an old interlocking plant where the Alton and the Freeport-Clinton, Ill., line of the Illinois Central Railroad had crossed.

Sure enough, at Normal I caught a glimpse of the old IC right of way, overgrown with weeds, meandering up the hill to the south. Right then I had a flashback to a freezing night some 50 years before. At that very spot had begun probably the worst trip I was to experience in 42 years in the cab.

It had been my good fortune to have been an engineman, mostly firing, during the last decade of the steam locomotive. But, although steam locomotives had built our nation, working on them was not always milk and honey.

Furloughed from my firing job on the Milwaukee Road at Sioux City, Iowa, I'd headed for the IC's Freeport District where Road Foreman of Engines George Selsor put me to work as a fireman. So it was that one night around 11 o'clock I was called off my district to work a Freeport-Clinton job. I was surprised upon my arrival at the roundhouse to find I had a student fireman.

Most of the engineers in those days (1946-56) had gone to work anywhere from 1903 to 1916. And of course they came in a variety of personalities: fast ones, slow ones, dumb ones, smart ones, and a goodly number who were simply downright mean. As it turned out, my student and I had drawn one who was both dumb *and* mean.

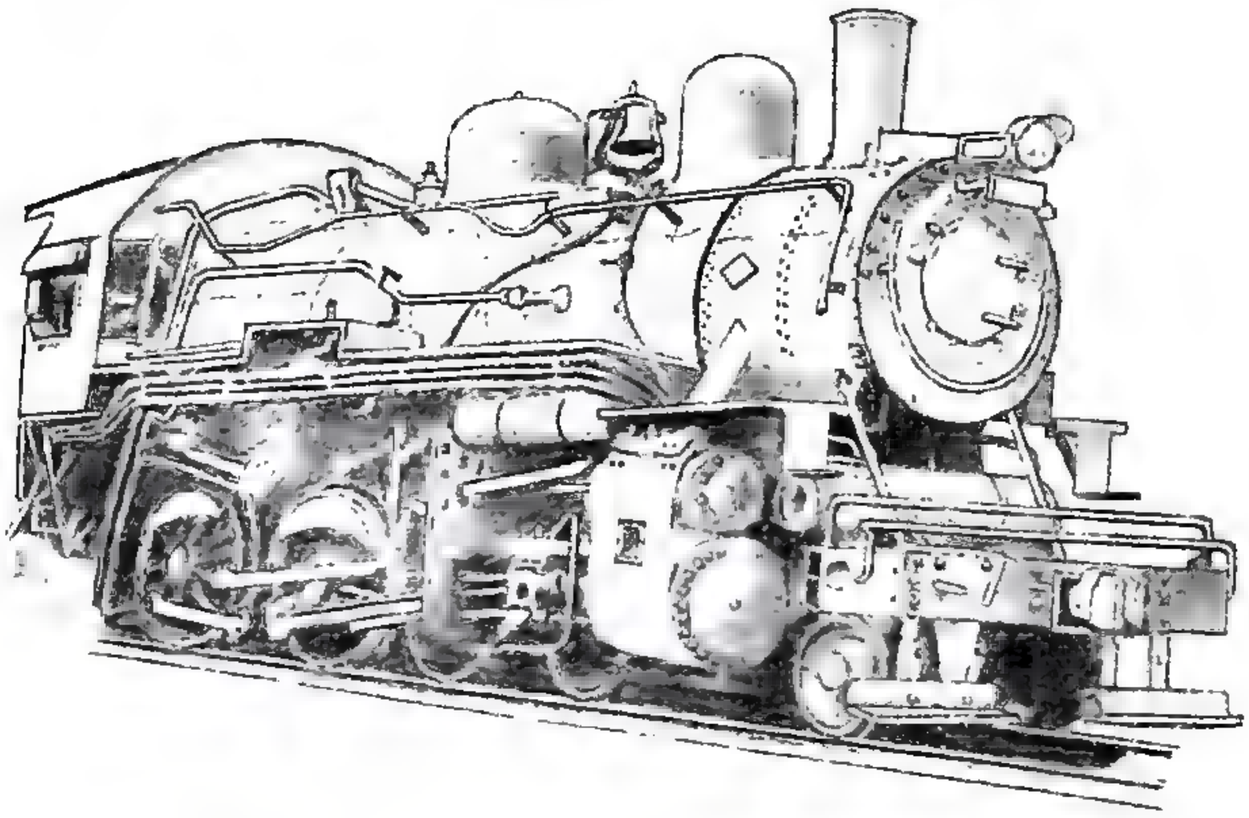
Now, in general, nothing irritates a certain type of hoghead more than to come to work and find not only a strange fireman, but a student fireman too. Our

Dedicated in loving memory to my mother,

Dorothy M. Segal,

For your inspiration and encouragement.

Diane S. Segal



G-7 Consolidation

There stands a steam locomotive built by Alco in 1903
At the engine house of the Ohio River Company

Smokestack, domes, rods, counterweight and wheels
How confident it looks and how robust it feels

At Huntington, West Virginia, is this G-7 Consolidation
Completing its work efficiently is its expectation

Here it is in 1955 after fifty-two years
Still carrying out all the instructions that it hears.

Diane S. Segal

C-6 0-6-0

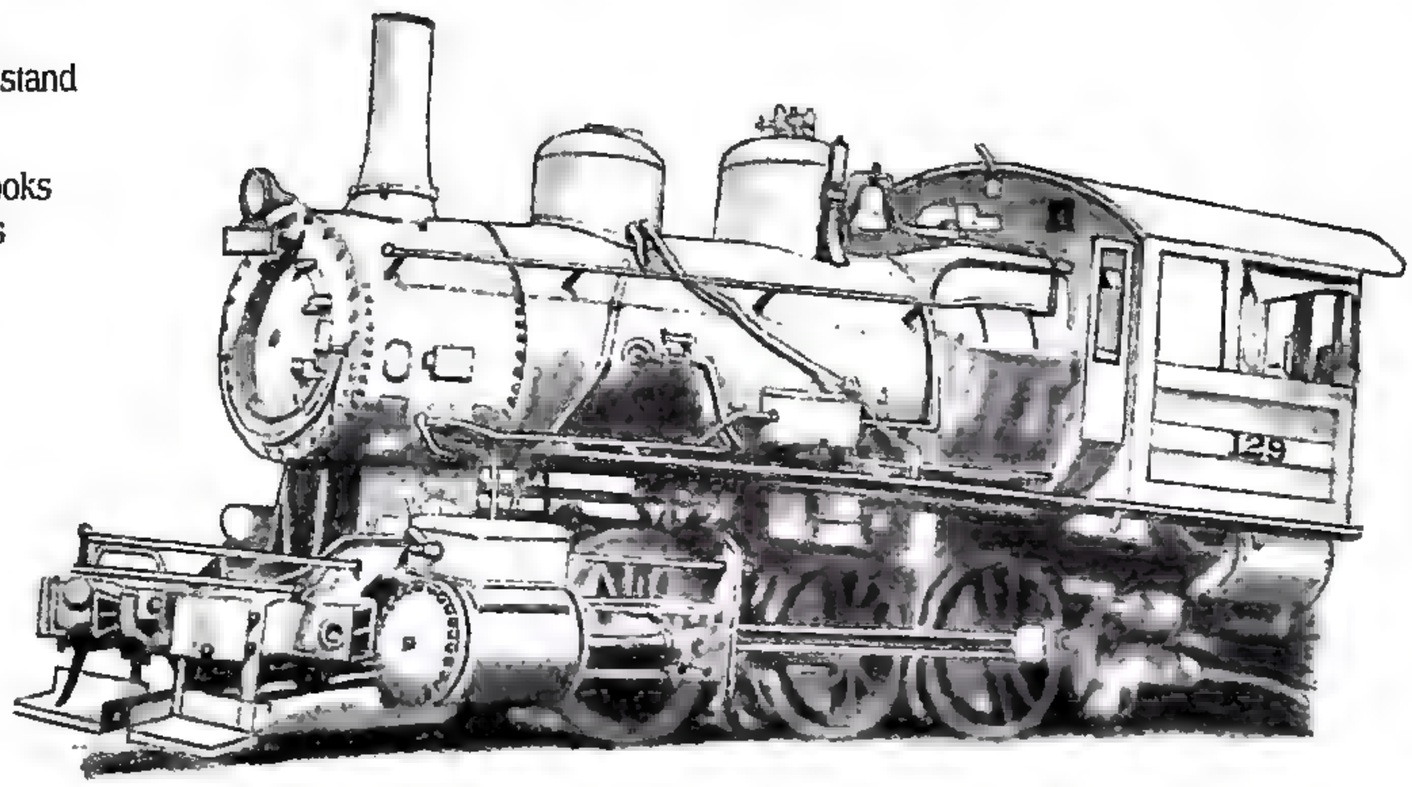
At the Norfolk, Virginia yard in 1949 a locomotive does stand
Although built in 1901 it still looks quite grand

The locomotive builder was a company called Alco-Brooks
Built for the Hocking Valley this locomotive maintains its good looks

There in full view is number 129
All its parts will coordinate and work just fine

As a class C-6 this locomotive is designated
With a wheel arrangement of 0-6-0 it was created.

Diane S. Segal



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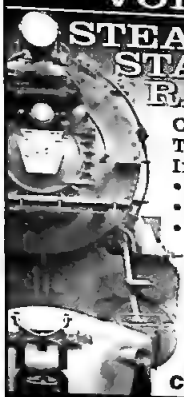
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man, who had probably gone to work before I was born 31 years prior, growled a few words at us, registered out, and led us out to the departure track. There we found one of IC's Paducah-built 2-8-2's.

I set about giving the student his first lesson in Steam Locomotive Firing 101. That is, how to build up the fire, operate the stoker, put on the injector, etc.

The 162-mile trip to Clinton was routine. Though we worked the interchange on every east-west railroad along the way, our coal was good, the engine was a good steamer, and we had a good trip.

We arrived at Clinton around 8 or 9 a.m. Our friendly engineer took off and left the student and me to find an eating place and the bunkhouse by ourselves. Right on eight hours rest, around 5 or 6 p.m., we were called for the return trip.

The engineer was already on the engine when we got there, and the student and I set about getting ready to go. Our hoghead couldn't get the engine to move until I pointed out that it might help if he opened the cylinder cocks. That didn't go over too well, but we moved out to the yard, got hold of 40 or 50 cars of coal, made an air test, and left town.

Everything went smoothly until we got to Normal, where we stopped to take water. It was a frigid night, far below zero, so before the student and I climbed up on the tank, I wound in a good supply of coal to keep a good fire until we got back.

Normally in this situation, the engineer will tend the fire, if necessary, while the fireman takes on water or coal. Not this guy. We were up on the tank 10 or 15 minutes; meanwhile our brave engineer went to bed. By the time the student and I got back into the cab, the fire was very low. I informed the hoghead that we needed a few minutes to get the fire going. He responded that he had a clear block for the Alton interlocking and that he had to go—which was nonsense. He could have sat there as long as necessary.

He started the train and roared off, making a run for the hill beyond the interlocking and tearing my fire to pieces in the process. Very quickly, what little steam and water we had disappeared. We cleared the Alton interlocking, then stalled. Shaking the grates, raking the fire (which looked like a moonscape), and firing the good spots with the scoop, we struggled up the hill. After stopping a couple of more times to get steam and water, we crawled into La Salle.

The IC had fire-building facilities at La Salle, so the student and I began cleaning the fire. Suddenly, the engineer began soaking the firebox clinkers with the squirt hose. Long before, I'd learned that this practice was usually a futile gesture, simply putting out what fire was left. I informed the hoghead of all this, but he simply snarled that he knew what he was doing. Shortly what little fire we had left was gone.

The student and I ran back and forth to the fire-builders' wood pile, carrying wood to get the fire going again. In my mind I could see us out there at 2 a.m., in 10-below weather, with a dead engine. Finally, somehow, with that dry wood and a half dozen or so fusees, we got the fire going again. The student and I built it up carefully and, with a fresh fire, we went on into Freeport.

There, in the register room, our engineer began bad-mouthing me about having had, as he put it, a "failure." After nearly 16 hours of this, I'd had enough. Calling up a few choice epithets from my Army days, I informed the guy that I had not gone to work on the railroad yesterday, that two years before I'd been promoted to engineer on the Milwaukee Road, and that every problem we'd had that night was the direct result of some stupid action on his part.

Snarling some obscenity, the hoghead grabbed his suitcase and took off. Our student left too, and I headed over to the local eatery. I ordered breakfast, bought a newspaper and became engrossed in a front-page story: the crack passenger train *City of San Francisco* was snowbound in Donner Pass.

About a week later I was assigned to the extra board at Hawthorne Yard just out of Chicago. There I wound up my career on the Illinois Central hand-firing a bunch of old 2-8-2's running out their time. I never made another trip down the Freeport-Clinton line. Nor did I ever run into that engineer again.

And, not unexpectedly, I never ran across that student fireman again, either. Given that brutal first trip, I'm sure he decided there were easier ways to make a living.—*Joe A. Datri*

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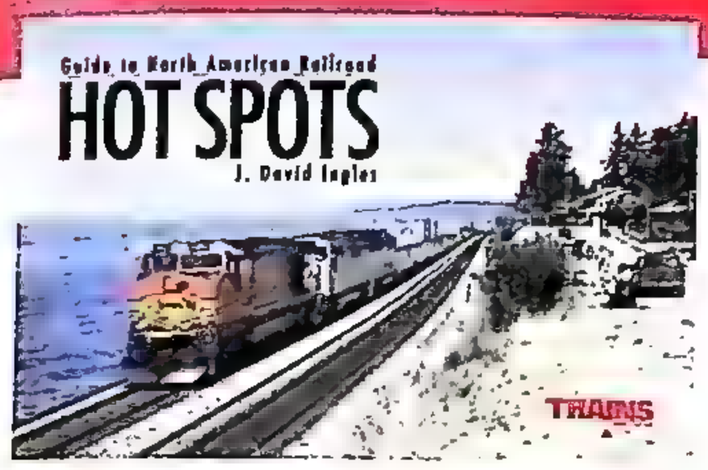

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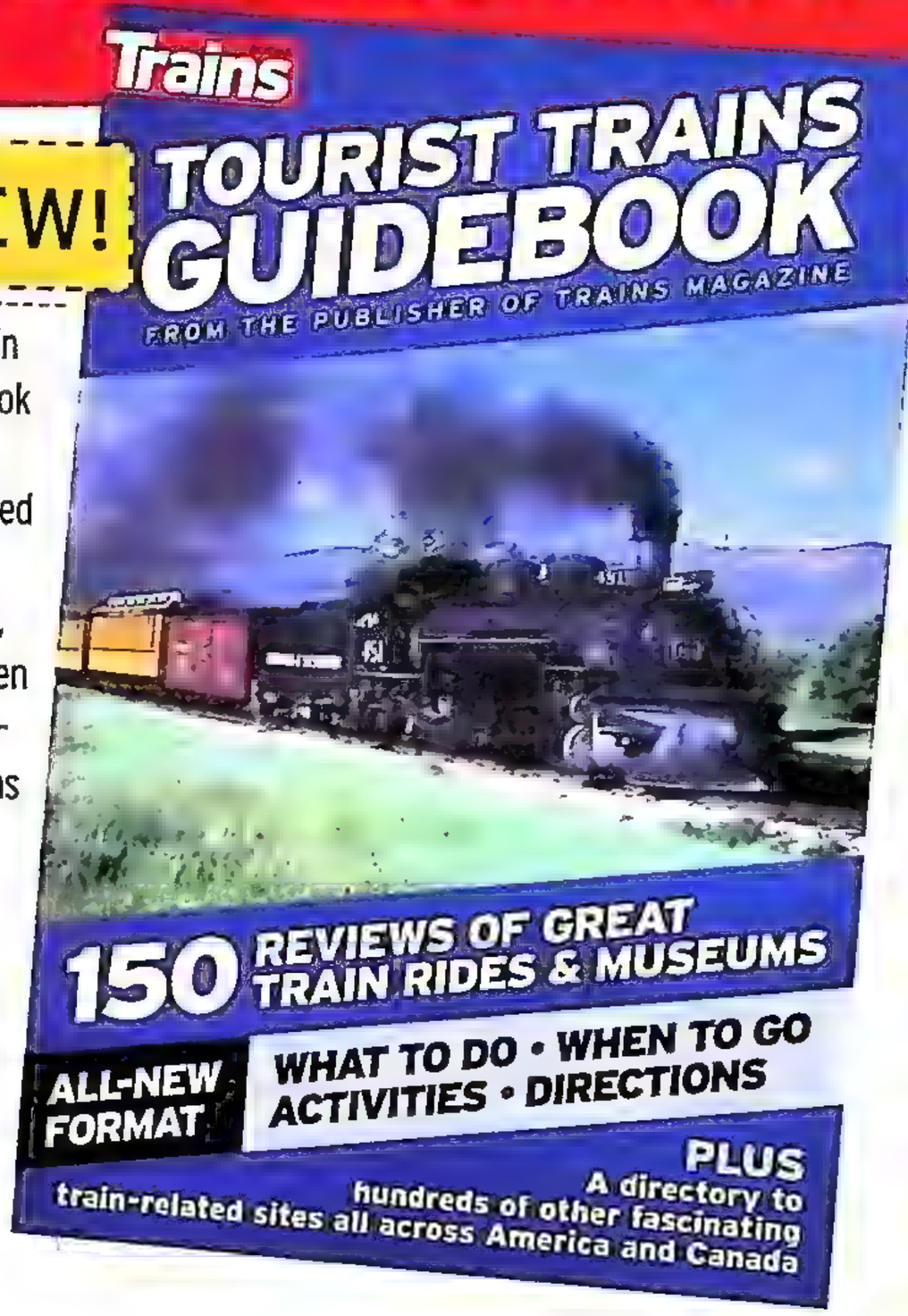
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Two gauges in Portland

Trolleys of two gauges once plied the streets of Portland, Ore. City cars ran on tracks of 3-foot 6-inch gauge, while interurbans used standard gauge. The Rose City's most notable streetcar route—and one of the most scenic anywhere—was the Council Crest line, which twisted its way up 12-percent grades to a park southwest of and nearly 1,000 feet above downtown. Brill-built car 501 (below) is at cloud level in September 1949, shortly before Council Crest service ended; the last Portland city lines went bus the following February 28. The interurban operations fared somewhat better. Car 4010 (bottom), a Brill Master Unit acquired in 1948 from Yakima, Wash., is 12 miles south of Portland in Oregon City on August 5, 1949. A highlight of the line to Oregon City was the curved trestle at Milwaukie (bottom left), being crossed on May 30, 1951, by car 4007, a Cincinnati product picked up secondhand from New York State interurban Fonda, Johnstown & Gloversville. The final cars acquired for Portland interurban service were eight St. Louis-built Pacific Electric "Hollywood" cars, which arrived in Oregon in 1953. With Portland's landmark Steel Bridge in the distance (left), Hollywood No. 4021 rolls north on Second Street on June 11, 1956. The interurban quit on January 25, 1958, but rail transit is thriving again in Portland, with the 44-mile (and growing) MAX light-rail system, the downtown Portland Streetcar line (on which operate modern cars and Council Crest replicas), and the tourist-oriented Willamette Shore Trolley (which runs regauged Portland city car 813).

Below: Al Chione collection; others: George Krambles, Krambles-Peterson Archive

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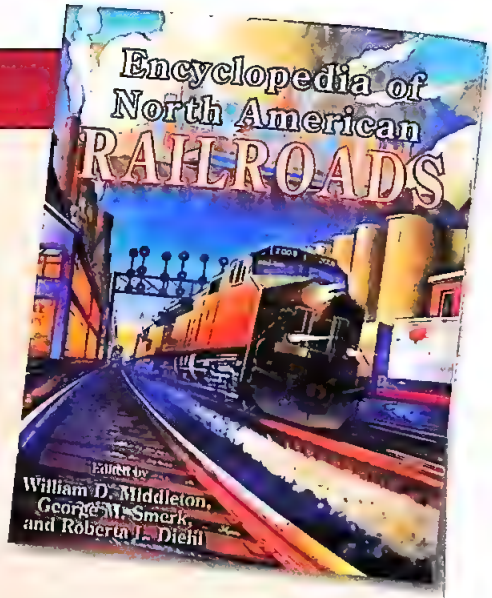

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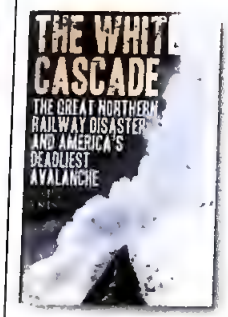
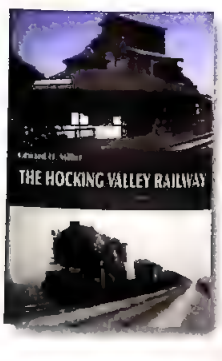


In one of the greatest tragedies ever to befall U.S. railroading, nearly 100 people died on March 1, 1910, when a huge avalanche struck two Great Northern trains at Wellington, Wash., on the original Cascade Tunnel line. The trains (the *Fast Mail* and *Seattle Express*) had been stalled for six days by heavy snow in the mountains; an army of rescuers led by Division Superintendent James O'Neill was attempting to reach them when disaster struck. This superb, highly readable account of the event and its causes and aftermath is as thrilling as it is informative.—*R.S.M.*

The White Cascade: The Great Northern Railway Disaster and America's Deadliest Avalanche, by Gary Krist. Henry Holt & Co., 175 Fifth Ave., New York, NY 10010; www.henryholt.com; 6 x 9¼ in; hardcover; 336 pages; $26.



Chesapeake & Ohio predecessor Hocking Valley played a key role in Ohio's rail history, as well as in the formation of the C&O. This book thoroughly examines the HV and its component railroads from the mid-1800's through the C&O's acquiring control of it in the early 1900's, to the merger with its parent in 1930. Author Miller also looks at the line after the merger, through the Chessie System era up to present-day CSX. The historical text makes up the bulk of the book. Helping tell the story are more than 140 black-and-white photos, most of which feature HV's steam locomotives, rolling stock, and structures. Other illustrations include maps, track layouts at several towns, and structure drawings. Additional supporting material, including timetables, a rolling stock roster, and a locomotive-by-locomotive roster, rounds out this volume.—*Jeff Wilson*

The Hocking Valley Railway, by Edward H. Miller. Ohio University Press, 19 Circle Dr., Athens, OH 45701; www.ohio.edu/oupress; 7¼ x 10½ in.; hardcover; 348 pgs.; $29.95.

Southern Pacific's *Sunset Limited* was once one of America's premier luxury passenger trains. This beautifully illustrated book opens with the story of the *Sunset* from its beginnings as a luxury heavyweight "hotel on wheels" in the 1890's, through its streamlining in 1950, its decline in the 1960's, and its eventual role in Amtrak. Plenty of space is devoted to the *Sunset*'s heavyweight equipment and operations, as well as to its streamlining. The book is amply illustrated with photos covering equipment and operations, and also includes many period advertising pieces and timetables. Additional material includes first-hand remembrances of employees, details on connecting trains, equipment lists (with dispositions), consists, maps, and equipment diagrams.—*J.W.*

The Sunset Limited, by Michael Jarel, Dennis Ryan, and John R. Signor. Southern Pacific Historical & Technical Society, P.O. Box 93697, Pasadena, CA 91109; www.sphts.org; 11 x 8½ in.; hardcover; 218 pages; $59.95.

The Pacific Extension of the Milwaukee Road, completed in 1909, was the last transcontinental railroad to be built and the first to be abandoned, and author Stan Johnson nicely details the fascinating story of the planning, surveying, engineering, and construction of the line. Of particular interest are the challenges faced in building a railroad through mountain territory with the limited tools and equipment available in the early 1900's. Thorough explanations of tunnel, trestle, and bridge construction, as well as the eventual electrification of part of the line, are nicely illustrated with 380 sharp black-and-white photos, most dating from the time of construction. Also included are numerous maps, engineering sketches, and company correspondence.—*J.W.*

The Milwaukee Road's Western Extension, by Stan Johnson. Museum of North Idaho, Coeur d'Alene, Idaho; www.museumni.org; (208) 664-3448; 11 x 8½ in.; hardcover; 548 pages; $74.95.

DVD's

This DVD is essentially the video version of Jim Ladwig's book *A Railroader's Reminiscences,* a collection of his experiences through his 35-year career as a Chicago & North Western trainman. Various tales described and read by Ladwig are accompanied by period and contemporary black-and-white and color film footage, as well as photos and maps. This pleasant program includes tales of railroad operations as well as details of Wisconsin railroad history and explanations of many railroad rules and customs.—*J.W.*

A Railroader Remembers. Video Art Productions, P.O. Box 44, Dept. T4, McFarland, WI 53558; www.caughtintime.com/VAPhome.html; 75 minutes; $22.75.

Along with the well-known red-and-orange *Coast Daylights,* this program shows freight and other passenger action from Southern Pacific's line from Los Angeles to the Bay Area. Most of the video is taken from original railroad-produced color 16mm film from the streamlined, steam-powered era, and shows the *Daylights* and other trains at many points throughout their route. On-board and trackside views are included, with highlights such as yard switching, roundhouse views, and motive-power changes. Locations and train numbers are provided on-screen and in the narration. This sharply produced program features near-nonstop classic action.—*J.W.*

Southern Pacific's Coast Daylights. Catenary Video Productions, Walnut Creek, Calif.; www.catenaryvideo.com; (800) 343-5540; 54 minutes; $39.95.

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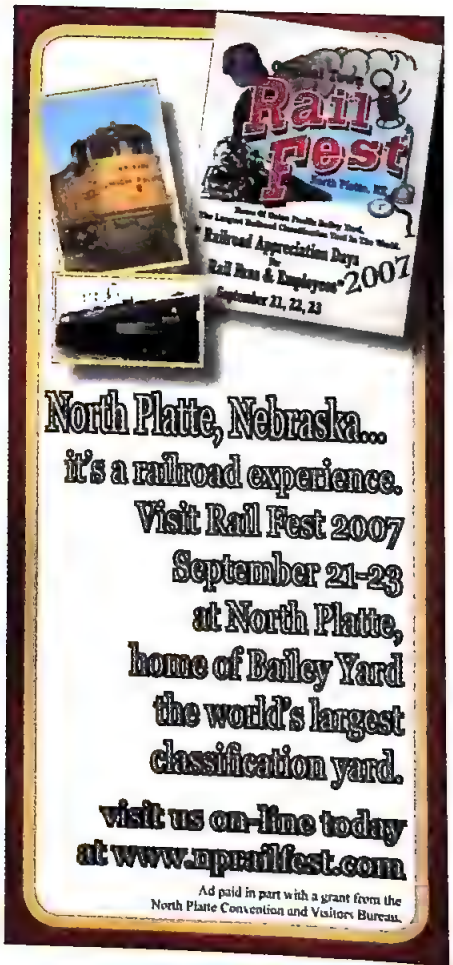

Requiem for the 'all-access' fan trip

In more innocent times, railroads allowed fans to do things that today seem unbelievable—but they did so safely!

Before America became such a litigious society, in which blame for everything seemingly must be placed on someone else, some things that today seem unbelievable happened on railroad excursions. Fifty years ago, photo runbys were staged on busy, high-speed main lines, with no ropes trackside to restrain the participants. I'll admit to climbing on boxcars (they had ladders to the roofs, which at the time had walks) parked on sidings for my shots. Rail officials present didn't mind —common sense ruled then, and you just stayed off the "hot track." Routinely, the Grand Trunk Western would stage steam-excursion runbys in Indiana to let the Chicago-Toronto *Maple Leaf* slam by at track speed as the fan-trip consist, its hundreds of passengers free to roam the right of way at will, waited right alongside.

Another staple of most GTW fan-trip consists, and on some other roads including Burlington, was one or more gondola cars with drop-down ends to allow constant access to and from the coaches (and on GTW, usually a caboose behind). Although you can still ride such open gons today, they're on low-speed tourist lines, not high-speed mains.

The epitome of oddities, though, was on the June, 1, 1959 (the holiday Monday of Memorial Day weekend), Michigan Railroad Club GTW trip that covered the Jackson (Mich.) branch ["Riding the Michigan Air Line," pages 32-37]. As evidenced in the photo above, fans—with tacit approval of any GTW officials present—crowded the tender decks of the two 1912 J-3-a hand-fired Baldwin 4-6-2's—all the way down the Pontiac-Jackson branch and back! I chased the westbound leg with Emery Gulash and three other friends, but I and pal Hank Goerke rode the train east.

The consist had Pacifics 5043 and 5038, an RPO-baggage with safety panels across the open doors, 8 coaches, 2 CN open gons, and GTW center-cupola caboose 77035. At Jackson, only the engines were turned, so eastbound, the caboose was right behind the 5038. My slides fill in the memory blanks: I began the eastbound ride in the caboose cupola, changed to 5038's tender deck at the first water stop, then rode the third coach after the next stop. I treasure watching 5038's fireman at work, from my unusual perch, to this day.

J. David Ingles

Grand Trunk Western allowed tender-deck riding on the June 1, 1959, trip to Jackson, Mich.

This was the second known modern-day MRC steam excursion on GTW's Jackson Subdivision; the first was earlier in the '50's and shorter, with only the 5043 and nine cars.—*Dave Ingles*

Changes in CT's crew

And now, a few words about some of the people who make CLASSIC TRAINS possible. First, Nancy Bartol, Kalmbach Publishing Co. librarian since 1996, retired this past May. Her first job here was as TRAINS magazine's editorial secretary—44 years ago! It's been a pleasure to work with Nancy, and we wish her a long, happy retirement.

Nancy's departure moves our Senior Editor, Dave Ingles, to No. 1 on the Kalmbach seniority list. Although he's not ready to give up that status (to Jim Hediger), Dave is moving to a part-time work schedule and leaving TRAINS' staff, on which he's served since 1971. We're fortunate and grateful that he'll still be working on CLASSIC TRAINS, as he has since our launch in Spring 2000.

Finally, you may have noticed that many maps in our last few issues (including the one on page 36) have been credited to a fellow named Bill Metzger. As part of his graphic design business in Confluence, Pa., Bill has been producing maps for a variety of clients for years. Just as important for our needs, he has an extensive knowledge of the nation's railroad network, thanks in part to an 8-year stint riding freight trains as a high-wide load escort. Together with our in-house illustrators, Bill is committed to producing high-quality maps for both TRAINS and CLASSIC TRAINS.—*Rob McGonigal*

Obituary

Thomas A. McNamara

Rail photographer Tom McNamara of Forestville, Conn., died on March 31 at age 80 of Alzheimer's disease and heart failure. Noted for his color photos of the New Haven and other eastern railroads in the 1950's and '60's, McNamara was the subject of a "Great Photographers" article in our Fall 2005 issue. His railroad photo collection has gone to the New Haven Railroad Historical & Technical Association and Bob's Photos of Ansonia, Conn.

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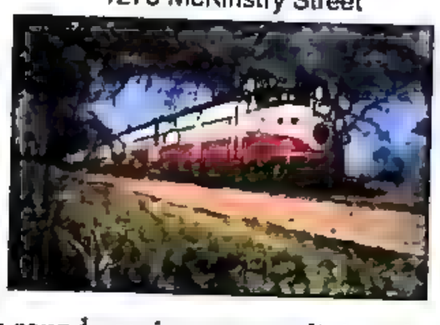

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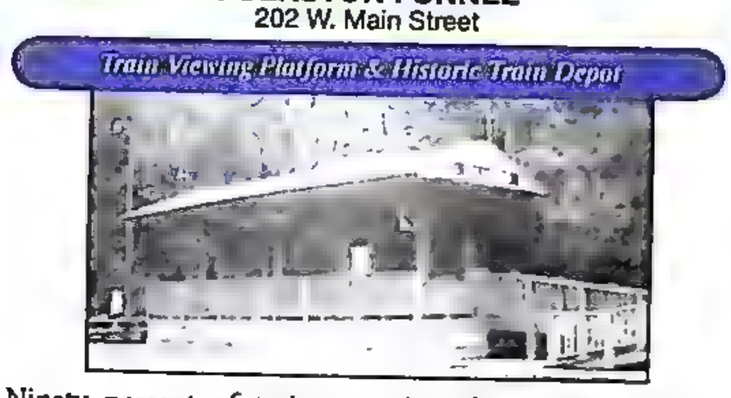

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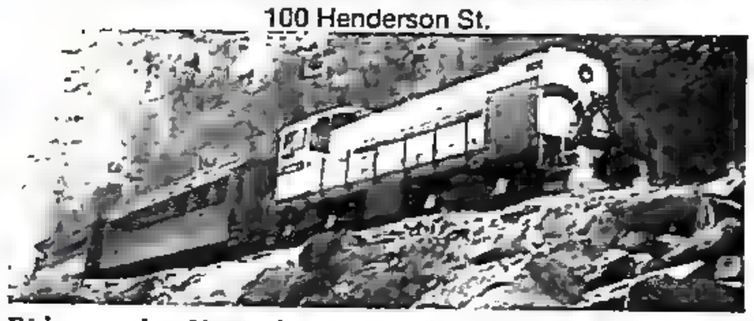

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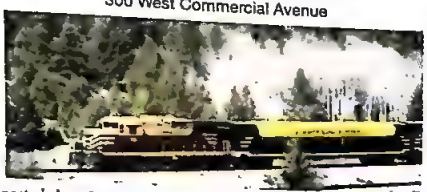

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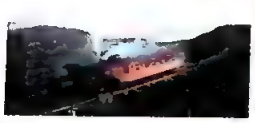

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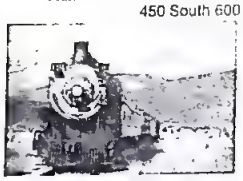

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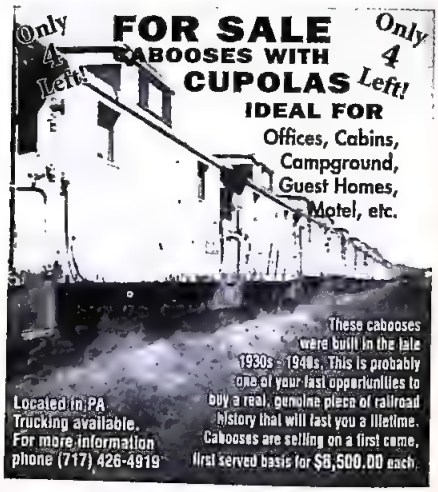

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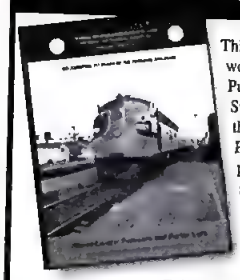

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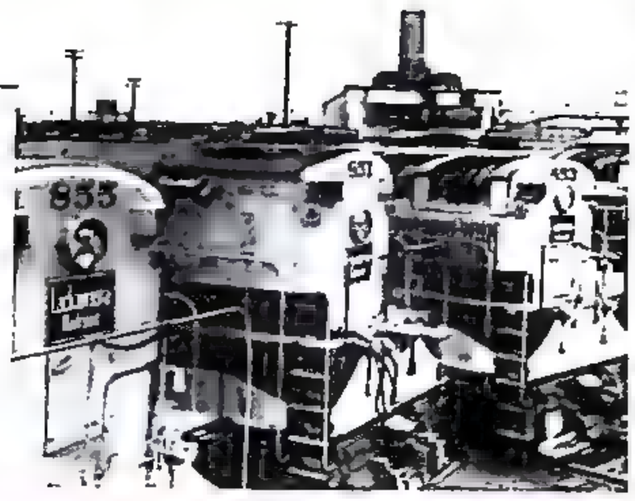

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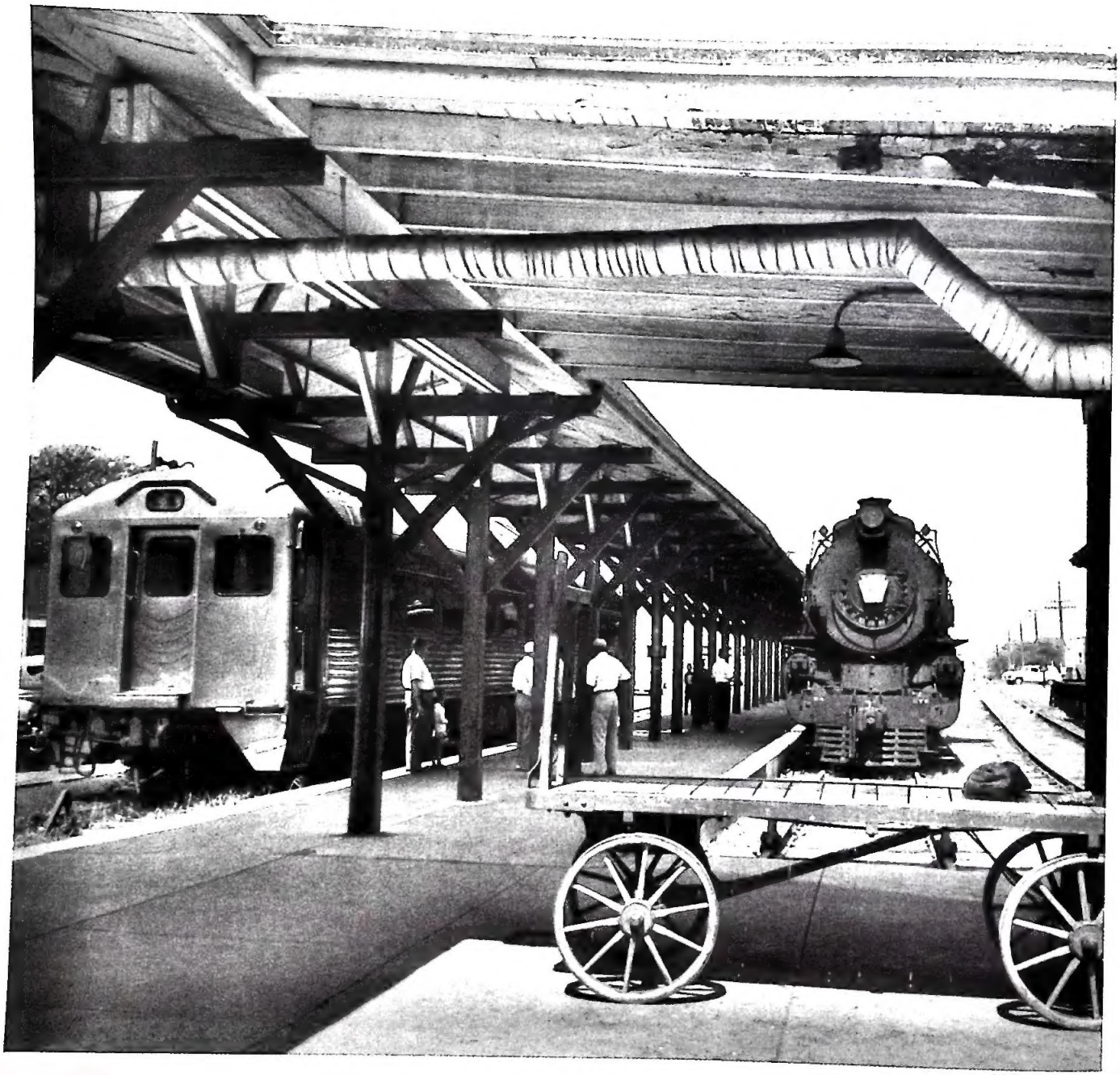

Philip R. Hastings

Last stop in southern New Jersey

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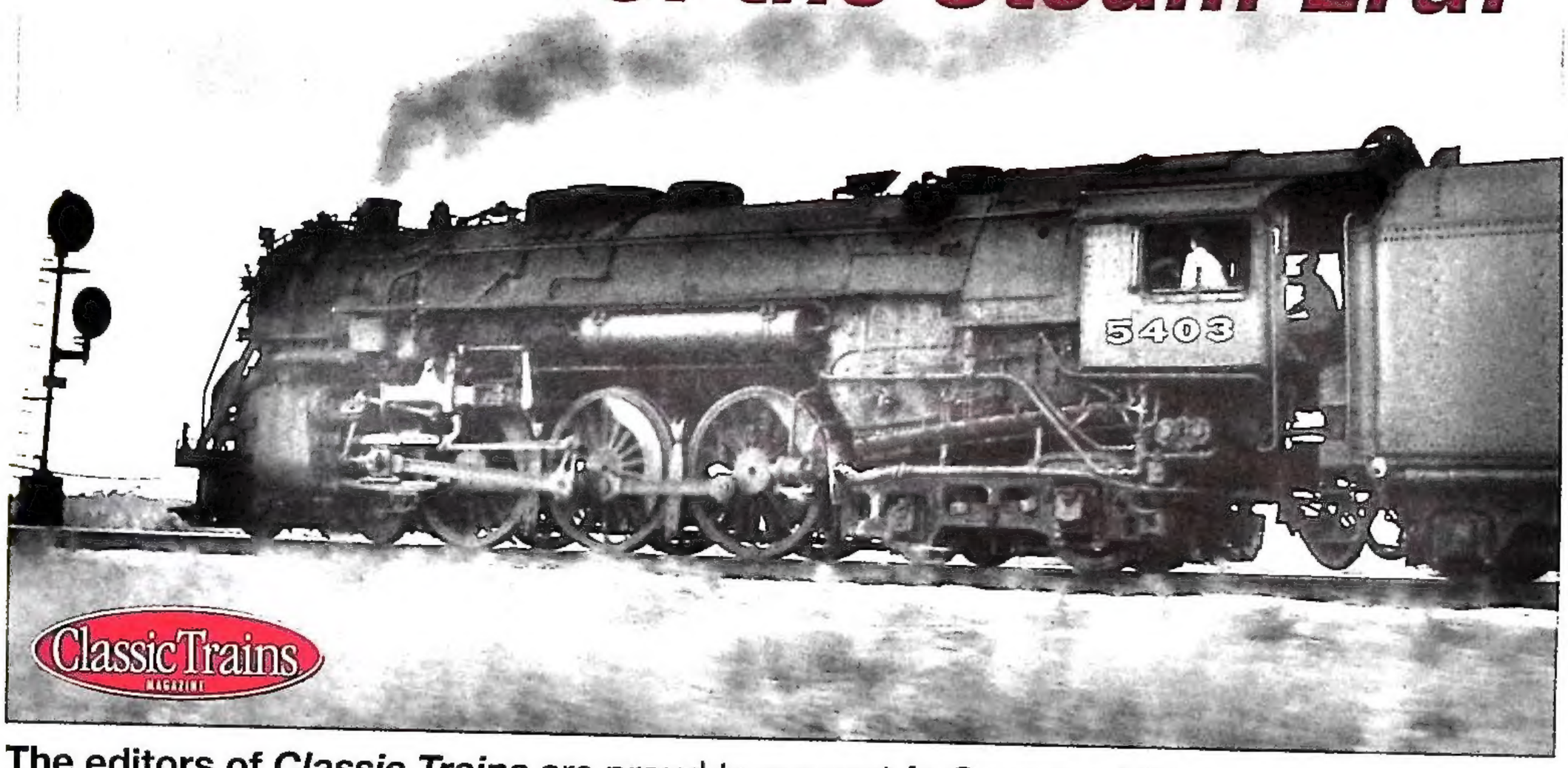

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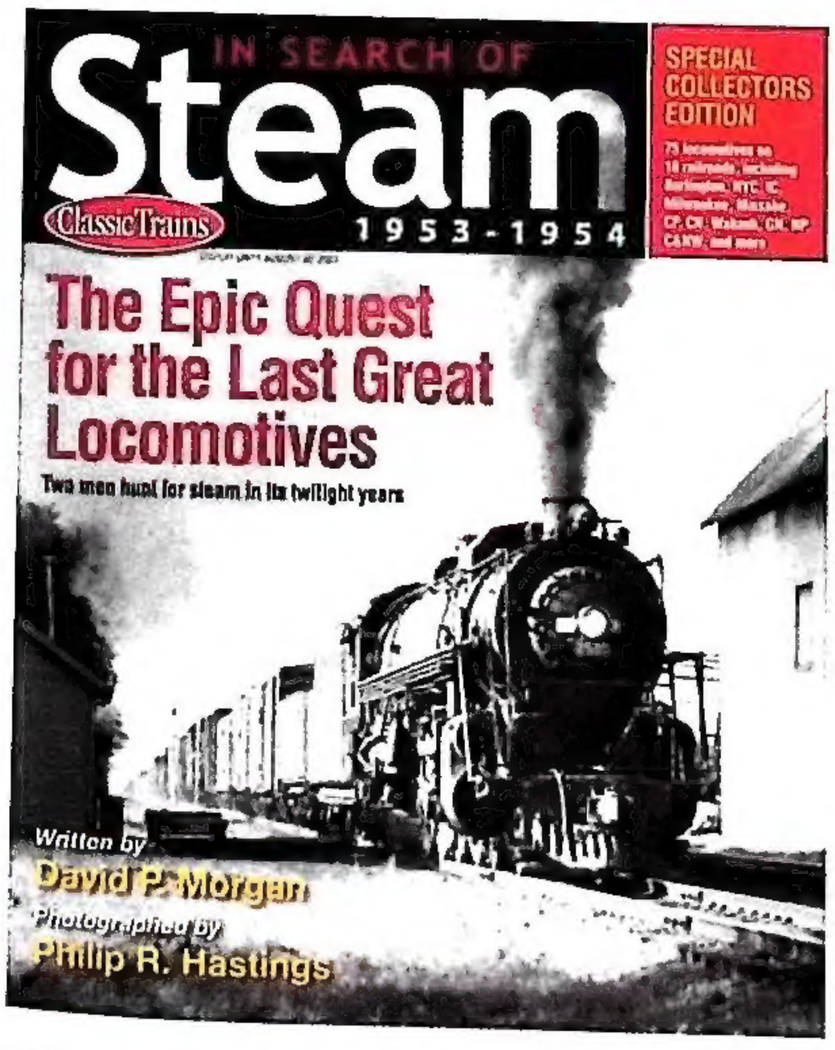

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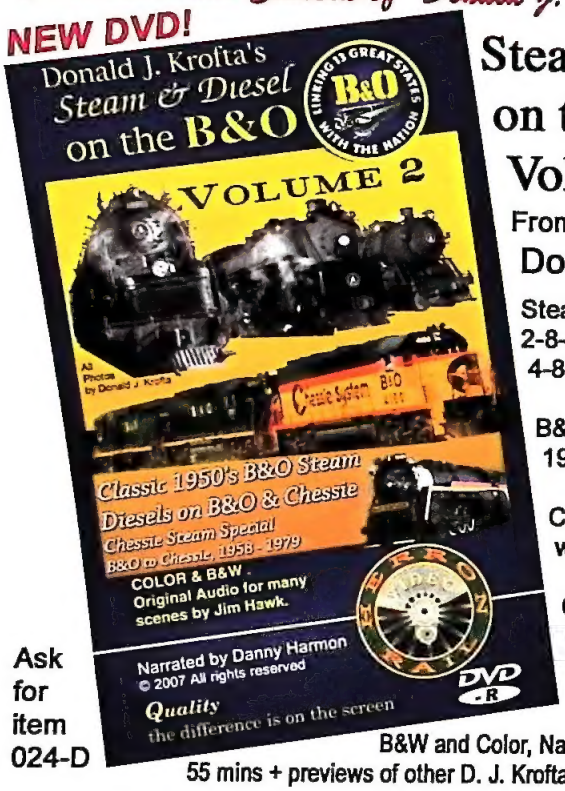

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